





Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DONNELL, at 10 A.M. on MONDAY and THURSDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godown.

**MACKINNON, MACKENZIE & CO.,**  
Agents.

Hongkong, 10th April, 1922. (315)



# DEATH OF MRS. ARATHOON SETH.

AN OLD RESIDENT OF HONGKONG.

Mrs. Arathoon Seth, one of the old residents of the Colony, passed away in the early hours of yesterday morning, at No. 2, Peak Road. Mrs. Seth was the widow of the late Mr. Arathoon Seth, formerly Registrar of the Supreme Court of Hongkong, who died in England about three years ago. Mrs. Seth, who was born in Singapore, was 70 years of age. When her husband retired in 1900, Mrs. Seth accompanied him to England but on his death she returned to the East in order to be near her sons, two of whom, Mr. Harold Seth and Mr. J. Hennessey Seth, live in Hongkong. Another son, Mr. S. A. Seth, is a resident of Shanghai, and two married daughters reside in Japan.

Up to a week or two ago Mrs. Seth appeared to be in her usual health and then she complained of difficulty in breathing. One of these attacks occurred early yesterday morning and she passed away at about 2 a.m.

## THE FUNERAL

Many old residents attended the funeral which took place yesterday evening at Happy Valley Cemetery. Mrs. Seth was laid to rest in her father's grave in the "old residents" portion of the Cemetery. The Cathedral Chaplain (the Rev. H. Copley Moyle, M.A.) was the officiating clergyman. The chief mourners were: Mr. Harold Seth, Mr. J. Hennessey Seth, Mr. M. C. Owen, Mr. A. V. Apear, and Mrs. J. Hennessey Seth. Others present were Mr. Mowbray S. Northcote, one of the deceased lady's oldest friends, Mr. H. Percy Smith, Mr. J. R. Wood, Mr. W. Armstrong, Mr. C. S. Gubbay, Mr. R. A. Gubbay, Mr. T. E. Pearce, Mr. G. P. Lammert, Mr. H. A. Lammert, Mr. H. R. Phillips, Mr. A. Stevenson, Mr. R. E. Bellios, Mr. E. M. Raymond, Mr. F. Ellis, Mr. A. Ellis, Mr. F. X. d'Almada, Mr. A. Denison, Mr. M. Manuk, and many others. A large number of beautiful floral tributes were sent as follows: From Mary (sister), Mary and Arathoon, Rita and Nina, Douglas and Mabel, Enos and Jergun, Nephie, Eddie and Charlie, Helen and Martin, Tooney, Rose and Albert, Mack and Phyllis, Henry and Pilar, Bertie and Phyllis, Sir Paul and Lady Chater, Staff of Messrs. Percy Smith, Seth and Fleming, Messrs. Abdoolrahim & Co., Mr. M. Ally, Mr. and Mrs. C. V. Apear, Mrs. A. M. Apear, Mr. G. L. Apear, Mr. and Mrs. Frank Austin, Mr. Ezra Abraham, Mr. A. Abdoolrahim, Mrs. Arathoon (Kobe), Mr. C. M. S. Alves, Dr. and Mrs. Asger, Mr. Edgar S. Abraham, Mr. and Mrs. A. Alves, Mr. and Mrs. W. Armstrong, Miss I. Armstrong, Mr. G. K. Hal Brutton, Mr. P. Baylis, Mr. J. T. Bagram, Mr. F. E. Bellios, Mrs. Sema Bellios, Mrs. E. R. Bellios, the Colonial Dispensary, Mr. and Mrs. F. X. d'Almada & Castro and Miss d'Almada & Castro, Mr. and Mrs. H. B. L. Dowbiggin, Mr. and Mrs. S. H. Dutton, Messrs. S. J. David & Co., Ltd., Mr. Edward Ezra, Mr. O. I. Ellis, Miss M. Ellis, Mr. E. E. Ellis, the Misses Ellis, Mr. S. Edgar, Mr. Fred Ellis, Mr. L. S. Greenhill, Mr. H. M. Gregory, Mr. and Mrs. H. E. Goldsmith, Mrs. S. D. Gubbay and family, Mr. and Mrs. D. S. Gubbay, Mr. and Mrs. Herbert Griffin, Mr. U. C. Galluzzi, Mr. R. A. Gubbay, Mr. W. M. Humphreys, Mr. and Mrs. Richard Hancock, Mr. and Mrs. Henry Humphreys, Mr. and Mrs. A. D. Humphreys, Mr. Ho Fook, Mrs. B. Brotherton, Harker, Messrs. Himly & Co. and staff, Dr. and Mrs. Heanly, Mr. Ho Yu, Mr. and Mrs. E. Humphreys, Mr. Ho Kwong, Mr. Ho Kom Tong, Mr. Ho Leung, Mr. and Mrs. Hazeland, Mr. and Mrs. H. T. Jackman, Mr. S. M. Joseph (Kobe), Mr. Gregory P. Jordan, Mr. J. Joseph, Mr. and Mrs. W. G. Joseph, Mr. J. E. Joseph, Mrs. Kew Bros, Messrs. Lo and Lo, Mr. Frank Lammert, Mr. and Mrs. W. Logan, Mr. R. F. Lammert, Mr. and Mrs. H. A. Lammert, Mr. and Mrs. G. P. Lammert, Mr. and Mrs. L. E. Lammert, Mr. E. G. Lammert, Mr. Lai Yai-yeo, Mr. Lau Yuk-wan, Messrs. Moxon and Taylor, Madame Musso, Mr. M. Manuk, Miss Manuk, Mr. and Mrs. J. H. M. Mody, the staff of Messrs. A. B. Moulder & Co., Ltd., Mr. S. C. Martin (Kobe), Mr. M. Stafford Northcote, Mr. H. M. Nomazee, Mr. A. Nomazee, Mr. and Mrs. H. O. Odell, Mr. and Mrs. H. R. Phillips and Miss Phillips, the Hon. Mr. T. L. Perkins and Mrs. Perkins, Mr. J. S. Perry, Mr. and Mrs. T. E. Pearce, Mr. Pong Yew-kee, Mr. and Mrs. L. C. Parker Rees, Mr. and Mrs. E. M. Raymond, Mr. and Mrs. A. Rodger, Ah Shun, Mr. Sin Tak-fan, Mr. M. S. Sassoon, Mr. Hector W. Sassoon, Mr. H. Percy Smith, Mr. C. M. Soares, Mr. and Mrs. H. Allen Taylor, Mr. L. A. Tobias, Mr. S. C. Teo, Mr. Percy Tester, Messrs. Wei Wah Cheong & Son and Wei Wing Po, Mr. and Mrs. A. Well, Mr. and Mrs. A. Denison, Miss Lawson, Mr. and Mrs. T. M. Gregory, Mr. and Mrs. A. E. Wright and Mr. and Mrs. J. A. Young.

# CORRESPONDENCE.

A MISSING FLAG.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Sir,—May I ask your kind permission to let me have a short space of your valuable paper for a criticism which deserves attention on the part of whom it concerns. Every mercantile building was, on the occasion of the arrival of H.R.H. Prince Edward, adorned with the Allies' and other nations' flags.

It is a matter of fact and of great regret to say that on the Star Ferry Co.'s Piers, both Kowloon and Hongkong, no Portuguese flag was hoisted among the others!

It is believed that nearly all the shares of the Hongkong, Kowloon Wharf and Godown Co. and the Star Ferry Co. are in the hands of the Portuguese community, and the Star Ferry is greatly patronized by the Portuguese, too. Was it a negligence on the part of their employees?

The Secretary of the above Companies must not forget that Portugal, an old ally of his own country, on account of her Treaty fought together with his country men in the glorious field of the Flanders and ... won the war.

Will he explain to me, as a shareholder of the Star Ferry, why the Portuguese flag was not hoisted among the other nations' flags on the occasion of the Peace Festival and Prince's arrival?

Enclosing my card,—I remain, sir, your obedient servant,

DARLING BOY.

Hongkong, April 11th.

# THEFT FROM TAIKOO DOCKS.

ASST. STOREKEEPER CHARGED.

As the outcome of a Police Court case, in which a coolie was sentenced to one month's imprisonment for stealing 77 pounds of white lead from the Taikoo Dockyard, the Assistant Storekeeper in charge of the paint store at the dockyard and his store coolie were charged before Mr. J. R. Wood yesterday afternoon, with stealing the paint.

The coolie, who had been convicted, gave evidence and said, that on the 2nd inst. he went to the store and was admitted by the assistant storekeeper who told him to take the paint and hand it over to a certain launch.

Mr. Wood said that he would not accept the man's evidence unless it was corroborated.

Inspector Earner said he would call an apprentice who was in the store at the time of the theft. He would state that he saw the assistant storekeeper admit the convicted coolie and that he pointed to two tins of white lead.

The apprentice was then put in the box and swore that he knew nothing about the whole affair. He was in the store at the time but did not see anything happen.

Two watchmen gave evidence as to seeing the defendant admit the convicted earth coolie, but as they were some considerable distance away they could not see or hear what had happened.

Mr. H. L. Denny, who appeared for the defendants, said that nothing whatever had been proved against the men. He pointed out that the defendants had been in goal since the 3rd inst.

Mr. Wood agreed that there was no case to answer and discharged the defendants.

# SPEEDING IN QUEEN'S ROAD EAST.

The driver of motor-car No. 373, who was said to have driven his car past a tram-car, along Queen's Road East, at a speed of 28 miles an hour, was fined \$15 by Mr. Lindsell, at the Magistracy, yesterday.

Sergeant Smith said he saw the defendant driving the car at 12.55 p.m. on the 3rd inst. just by the Soldiers' Canteen. A tram-car was proceeding in front of the car, and defendant put on speed and passed the car at the curve.

In reply to a question, the defendant told the Magistrate that he was proceeding on urgent business for his master.

Mr. Lindsell: Urgent business is no excuse for running the risk of killing people.

The defendant denied that his car was travelling at a speed of 28 miles an hour. He thought the speed was about 20 miles an hour.

# FINGER PRINTS.

A PRISONER DENIES THEM.

A man with three previous convictions for hawking offences was charged before Mr. J. R. Wood at the Magistracy, yesterday, with a similar offence. Inspector Kent proved the previous offences by handing in defendant's finger prints which were taken on the previous occasions.

The Magistrate, after examining the prints: I have your finger prints here! Defendant: They are not mine; they are those of my younger brother.

Magistrate: Oh! So your brother's finger-prints are the same as yours, eh? A fine of \$10 was imposed.

# A GOVERNMENT HOUSE EPISODE.

POLICE SERGEANT THREATENED.

An episode at Government House was the subject of a case heard before Mr. Lindsell at the Magistracy, yesterday morning.

It appears on Saturday night there was a small chimney fire in the cookhouse at Government House, which the police on duty managed to get under control with the appliances on the spot. After the fire had been extinguished the Chinese police sergeant begged further assistance to house the despatch box containing the fire appliances. The sergeant went to look for another constable and found No. 301, in the servants' quarters gambling. He informed the offender that he would report him and on the Monday morning after the necessary report had been made the constable is said to have threatened the sergeant's life and to have assaulted him.

Arising out of the incident the constable was charged with assault.

Mr. P. P. J. Woodhouse prosecuted, and in outlining the case said that when the sergeant discovered the party gambling he seized the cards and the stake money, amounting to 20 cents. On being reprimanded by the sergeant the defendant is reported to have said "You are very brave to decide on such a thing; I will kill you if you do it." The sergeant duly reported the defendant at the Central Police Station and then handed him a chit warning him to report for the defaulters' parade on Monday morning.

The defendant became very angry at this and threw away the chit in a rage. He then waited outside the sergeant's room and assaulted him with severe blows on the head and chest with a stick, and saying at the same time "You have been very brave, now I will show you what mettle I am made of." The sergeant defended himself as best he could and finally broke away and ran towards the office of the custodian (Mr. Deakin) but before he could do this he was overtaken by the infuriated constable who caught him by the throat and threw him on to the ground.

The sergeant corroborated Mr. Woodhouse's statement and said whilst he was lying on the ground he heard a voice of another policeman, whom he recognised, shouting "Kill him! kill him!"

An aged house coolie came on the scene and separated the two.

The Magistrate: You do not appear to be very popular with your men!

The Sergeant: That may be because I put the constable on the report.

The Magistrate: Why did you not suppress the gambling first before you asked for the constable's assistance?—I did not know what game was in progress until I came into the room after calling for him outside the door.

The defendant said that when the sergeant visited the servants' quarters he was not gambling but merely looking on. The complainant did not say that he would report him. There was no trouble between them until the Monday morning when they were having a meal. The defendant accidentally bumped into the sergeant who struck him on the chest and he retaliated.

The Magistrate: But he had already reported you before that. Surely there must have been a reason?—If he had reported me I did not know of it.

At this stage the case was adjourned for further hearing Saturday next.

# A STRIKE ECHO.

ARMED ROBBER WOUNDED BY SPECIAL CONSTABLE.

After lying in hospital since the 4th of last month as the result of a bullet wound in the back, a Chinese was charged at the Magistracy, yesterday afternoon, before Mr. Lindsell on four counts of robbery at No. 110, Chatham Road, and with resisting the efforts of a special constable, Mr. J. V. Remedios, to arrest him. The defendant fired at Mr. Remedios, but fortunately missed his mark. Mr. Remedios replied and wounded the defendant in the back. It will be remembered that later the defendant, who got away, reported to the Kwong Wah Hospital where he was admitted in a very serious condition.

The charges of robbery involve four sums of money amounting to nearly \$500. The robber's victims, who were all women, totalled 16.

Dr. Yip Kam Wah, resident medical officer at the Kwong Wah Hospital, gave evidence of the defendant's admission to the hospital. He had a bullet wound in the left side of the back. The man was ex-crayed but the bullet could not be traced. He probed the wound to the depth of 5 inches but without success. On the 17th the defendant was transferred to the Government Civil Hospital.

One of the women who lost the sum of \$413.50 deposed that at 7.20 p.m. on the 4th she was lying in bed suffering from toothache in her daughter's cubicle, which was next to her own, when two men entered, one being the defendant. He told her to keep quiet and pointed a pistol at her. The other man removed her bangle. They then went to the next cubicle and the witness followed as her small boy, aged 5 years, was there shrieking. Her daughter and her brother-in-law were also in this cubicle. The two men then ransacked the place and stole two cash boxes and some clothes.

Evidence of identification was given by other women, who had identified the prisoner as the man concerned from a number of men placed on an identification parade at the Central Police Station.

At this stage the case was adjourned for further hearing, when evidence will be given by Mr. Remedios.

# SPORT.

LAWN TENNIS.

YESTERDAY'S GAMES.

As was generally expected the Open Championship Doubles match between the Rumjahn brothers and Wong Po Keung and Yvanovich resulted in a win for the last named couple. The match was played on the special court in front of the stands and attracted a large crowd. Though beaten the Rumjahns put up a good fight. The first two sets were easily won by the victors and they looked like winning the third when the Rumjahns rose, to the occasion. They took the lead of 4-2 out of their opponents' hands, drew level, and won the set—7-5. They continued to do well in the fourth and last set, obtaining a lead of 5-2. Wong Po Keung and Yvanovich spurred and won the next five games which gave them the set and the match. The winners have to meet the Lo brothers in the semi-final. This ought to be one of the best matches of the contest.

In the Club Championship Lieut. A. S. Lindsell beat Major Wilson and qualified for the third round. His opponent in this round will be Capt. P. H. Davies.

Open Championship Doubles.—Wong Po Keung and V. Yvanovich beat S. A. and O. Rumjahn, 5-0, 6-2, 5-7, 7-5.

Club Championship.—Lieut. A. S. Lindsell beat Major C. Williams, 7-5, 2-6, 6-2, 8-6.

Handicap Singles ("B").—E. L. Lender beat B. Crowley, abandoned owing to darkness.

Mixed Doubles.—C. C. Clark and Mrs. Stark (15) beat Surg.-Lt. G. H. Hayes and Dr. Gladys Turner (—/0), 6-4, 6-4.

# TODAY'S MATCHES.

Open Championship Doubles.—Ng Sze Kwong and W. Chok Wei v. A. A. Rumjahn and S. H. Ismail; S. A. Redmond and G. R. Sayer v. R. M. Smith and G. M. Dodwell.

Club Championship.—G. W. Sewall v. C. C. Stark.

# SOUTH CHINA A.A. MEMBERSHIP CAMPAIGN.

The Assist. Hon. Secretary of the South China Athletic Association writes that the 5th annual Membership Campaign of the Association was closed on April 5th with the following results:—Membership, 1,200; Subscriptions, \$11,118.50.

In view of the recent strike, these results are considered very satisfactory; they represent a distinct advance on previous years.

The Association has eleven football teams, three of which were entered in the Hongkong Football League. It has also teams for tennis, base-ball, basket-ball, volley-ball, etc., and is doing its utmost to stimulate an interest in athletics generally.

# COOLIE CHARGED WITH MURDER.

COWARDLY ATTACK IN HATTON ROAD.

At the Magistracy, yesterday afternoon, Ma Tam, aged 25 years, was charged before Mr. J. R. Wood with the murder of one, Chan Tung, aged 60 years, of 49, Second Street.

It appears that on the 29th ult., a Punti earth coolie while pulling a bucket of mortar from the ground to the second scaffolding at a house in the course of erection in Lugard Road, accidentally upset the bucket, and the contents landed on the back of a Hakka earth coolie, who was working on the ground floor. This accident led to an altercation between the Hakka earth coolie and the Punti earth coolies who were working at the new house under different contractors, but no-one suspected that the Hakka party would take a very serious view of the incident.

On the following evening, however, when deceased and four other Punts were half way down Hatton Road on their way to Hongkong a party of the Hakka earth coolies armed with poles attacked them. Three of the Punti coolies fled and sought shelter in the bushes. The deceased, an old man of 60, was unable to run and the Hakkas beat him to death with poles. They then fled. Altogether eight arrests were made. The witnesses only identified one of them as having taken part in the assault and that man was the defendant.

Inspector James Watt informed the Magistrate that the defendant, in all probability, would be able to prove an alibi.

Two Punti earth coolies gave evidence and stated they formed part of the party assaulted. They identified the defendant as being one of the attacking party, but they could not swear that they saw the defendant strike the murdered coolie. At the time of the attack (which had been given in evidence as 7 p.m.) it was dark and the road where the attack took place was shaded.

This was all the evidence produced against the defendant.

Mr. Wood informed Inspector Watt that he was quite prepared to discharge the defendant provided that the Captain Superintendent of Police was agreeable to withdraw the charge.

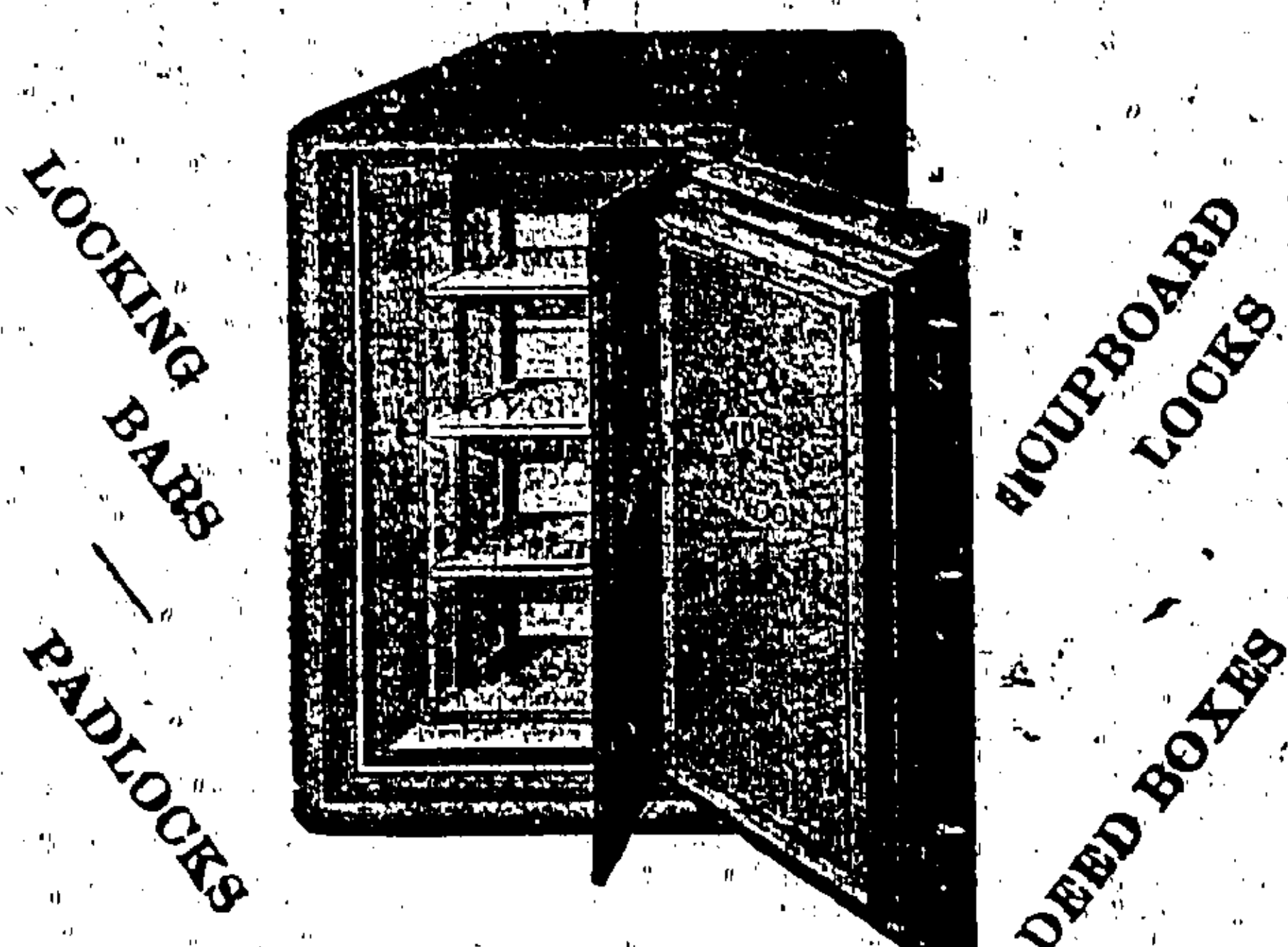
The defendant was remanded till this morning pending the Captain Superintendent's decision.

# CHUBB'S SAFES

AND

## DETECTOR LOCKS

THE BEST WORLD PRODUCES



## THE KEYS

OF CHUBB'S LOOKS ARE JUST THE RIGHT SIZE

NOT TOO BULKY AND NOT EASILY MISLAID

LANE, CRAWFORD, LTD.

# DICK'S

PATENT.

## UNIVERSAL PACKING

STEAM & HYDRAULIC

SOLE AGENTS:

LANE, CRAWFORD, LTD.

Tel. 1741.

HONGKONG.

# NEW RECORDS

TEA CUP GIRL

CHO CHO SAN

LEAVE ME WITH A SMILE

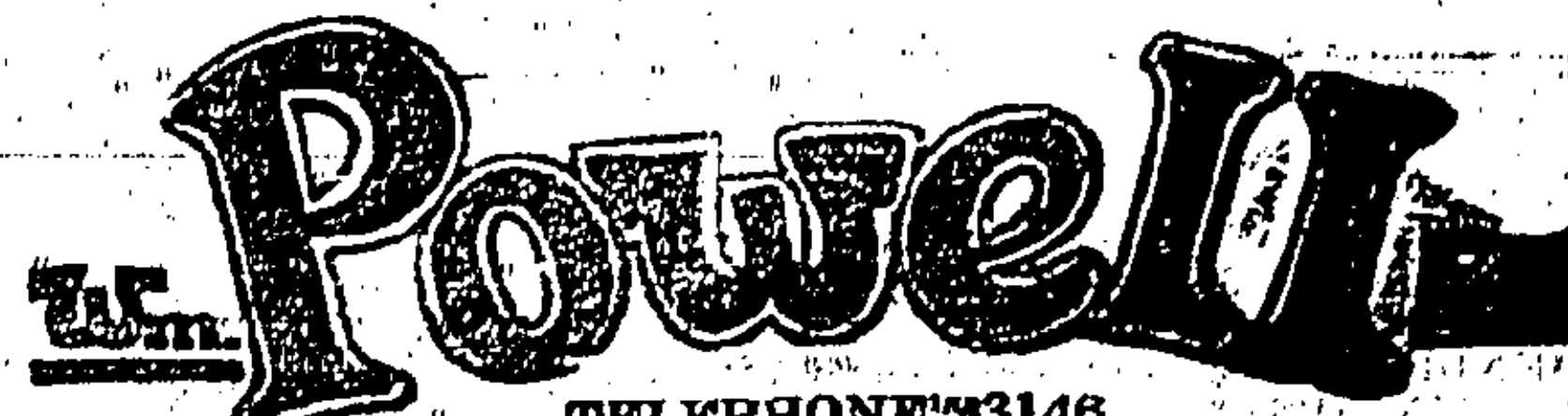
HOW MANY TIMES

JUNE MOON

APRIL SHOWERS ETC.

AT

ANDERSON'S



TELEPHONE 13146

A Smart selection of

GENTLEMEN'S

## GOLF HOSE

just unpacked. These are now on show at our new premises at

No. 10, ICE HOUSE STREET.

Wm. POWELL, Ltd. High-Class Tailors and Outfitters.



## NEW ADVERTISEMENTS

## PEAK RESIDENTS ASSOCIATION.

FORMS of Application for membership to the Peak Residents' Association have been posted to the names of residents appearing in the "Directory & Chronicle" for 1922. Any lady or gentleman who has not received a notice and wishes to join the Association should communicate with the Hon. Secretary Mr. E. B. C. HORNELL, C/O Messrs. JARDINE, MATHESON & CO., LTD., Hongkong, 11th April, 1922. [884]

## UNIVERSITY OF HONGKONG

## ANNUAL ATHLETIC SPORTS MEETING.

SATURDAY, APRIL 22ND, 1922.

ENTRIES are invited for the following events:

- (1) Quarter Mile—Open to bona-fide amateurs resident in the Colony.
  - (2) 220 yards (Handicap)—Old Students only.
  - (3) 220 yards—Open to Schools of the Colony.
  - (4) 90 yards—Egg & spoon race for girls.
- Entries must reach the Hon. Secretary, H.K.U.A., not later than TUESDAY, the 18th April, 1922. [885]

## QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

## RE-UNION DINNER.

THE SECOND ANNUAL RE-UNION DINNER of the ASSOCIATION will take place on SATURDAY the 22nd inst. at 8 p.m. in the Hall of Queen's College. There will be a Concert of instrumental and vocal music between courses. The General Committee encourage attendance. The minimum charge of \$3 (which has been fixed) but Members are requested to make, if possible, an extra contribution to defray the expenses of the entertainment. On the afternoon of April 22nd, a Cricket Match between the Staff and Pupils of Queen's College will take place on the Recreation Ground at 2 p.m. on the Chinese Recreation Club Ground at Causeway Bay (kindly lent for the occasion). Members and their families will be welcome. As sitting accommodation in the College Hall is limited, members are requested to send their subscriptions to the undersigned of Union Trading Co., Ltd. before the 20th inst. C. G. ANDERSON, Hon. Secretary. [886]

## LOST.

ON HONGKONG CRICKET GROUND, on April 11th, between 4.30 and 6 p.m. one Gentlemen's Half-Hunter GOLD WATCH, by Goldsmiths, London. Gold Chain, Signet Ring and Gold Pencil. Reward will be given to finder sending same to Leighton Hill. [829]

## STEAMER FOR SWATOW.

THE "GEORGIN" will be despatched for above port on 14th inst., taking cargo at lowest current rates.

Please apply to:  
BIN FAT & CO.  
Kwong Hsi Wang,  
Sole Proprietors.  
Agents for Charterers.  
107, Wing Lok St.  
Tel. No. 3488. [827]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 18th day of April, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND at Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

Lot No.	Boundary Measurements.	Contents of Lot.	Area of Lot.	Annual Rental.
125	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
126	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
127	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
128	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
129	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
130	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
131	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
132	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
133	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
134	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
135	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
136	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
137	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
138	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
139	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
140	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
141	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
142	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
143	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
144	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
145	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
146	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
147	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
148	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
149	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
150	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
151	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
152	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
153	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
154	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
155	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
156	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
157	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
158	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
159	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
160	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
161	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
162	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
163	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
164	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
165	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
166	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
167	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
168	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
169	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
170	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
171	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
172	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
173	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
174	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
175	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
176	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
177	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
178	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
179	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
180	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
181	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
182	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
183	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
184	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
185	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
186	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
187	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
188	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
189	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
190	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
191	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
192	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
193	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
194	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
195	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
196	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
197	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
198	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
199	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
200	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
201	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
202	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
203	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
204	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
205	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
206	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
207	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
208	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
209	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
210	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
211	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
212	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
213	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
214	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
215	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
216	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
217	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
218	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
219	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
220	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
221	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
222	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
223	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
224	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
225	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
226	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
227	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
228	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
229	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
230	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
231	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
232	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
233	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
234	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
235	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
236	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
237	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
238	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
239	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
240	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
241	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
242	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
243	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
244	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
245	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
246	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
247	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
248	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
249	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
250	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
251	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
252	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
253	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
254	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
255	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
256	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
257	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
258	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
259	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
260	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
261	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
262	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
263	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
264	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
265	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
266	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
267	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
268	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
269	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.
270	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125 feet.	125 feet by 125



## CABLES.

LATEST CABLES.  
[THROUGH ROUTES' SERVICE.]

THE GENOA CONFERENCE.  
HEATED DISCUSSIONS.

Genoa, April 10th.

The first sitting of the Genoa Conference was marked by an encounter between M. Barthou and M. Chicherin. After Dr. Wirth had declared that Germany was prepared to collaborate, M. Chicherin declared that Russia would accept the Cannes resolutions. He asserted that the Russians wished to negotiate on a basis of reciprocity and equality; they favoured disarmament but demanded guarantees against external attacks.

M. Barthou who had previously spoken, protested that M. Chicherin referred to questions which the Cannes conference side-tracked such as the so-called Universal Conference, and the prolongation of the mandate of the present conference. He took exception to M. Chicherin's references to disarmament as being irrelevant.

M. Chicherin replied that M. Briand at Washington said Russia was unable to disarm on account of Russia. They were offering to remove that objection.

Mr. Lloyd George poured oil on the troubled waters and appealed to M. Chicherin not to wreck the conference.

The incident closed and an adjournment was made amid some excitement.

## MR. LLOYD GEORGE'S EFFECTIVE APPEAL.

LATER.

Reuter is informed that the British delegation is pleased with the progress already achieved, especially in view of the general acceptance of the principle of the Cannes resolutions. Successful results from the conference are anticipated. Allied Diplomats admit that Mr. Lloyd George rose not a moment too soon to dissipate the menace resulting from the French protest against M. Chicherin's excursion outside the Cannes Agenda. His appeals were the more effective because he refused to take M. Chicherin and the deadlock too seriously, and his remarks restored good humour.

EARLIER CABLES.

## PRESIDENT'S ADDRESS.

## NEED FOR REAL PEACE.

Genoa, April 10th.

The Allied representatives have agreed that all the Powers should be in an equal position at the conference, provided that the Cannes basis be loyally accepted.

LATER.

An agreement as to equality of all the Powers was reached at a preliminary meeting of the Allied representatives, at which France objected to treating Russia and Germany upon the same basis as other nations.

Mr. Lloyd George replied that the conference was not held for the purpose of issuing ultimatums, and added that if Russia and Germany accepted the Cannes resolutions "we must get to work, otherwise the conference will be useless."

The Japanese and Italian delegates concurred. France, after discussion, accepted this point of view.

## INSUFFICIENT ACCOMMODATION.

Genoa, April 10th.

All approaches to the Palazzo Giorgio were closely crowded hours before the opening of the conference. There was an imposing military display everywhere, including cavalry with drawn swords. The strictest precautions were taken at the entrance to the Palace, all tickets being closely scrutinized. The visitors' entrance, draped with crimson and decorated with carnations, was lined with troops. The ancient hall was crowded two hours before the opening. Seating was inadequate, and journalists were packed in a gallery at the back of the hall. Mrs. Lloyd George and Miss Megan Lloyd George were in the front row of visitors.

The British delegation was the first to arrive. The Soviet representatives, who were among the last, looked nervous.

## ARRANGEMENT OF DELEGATES.

LATER.

Signor Facta (the Italian Premier) formally opened the conference in the Palazzo Giorgio. The delegates of the five convening Powers sat side by side at the principal round-table, the Italians in the centre, the British Empire delegates on the left, the French on the right, with Belgium and Japan at the ends. Members of the other States were placed in four rows at right angles to the principal table, the Russians between the Serbians and Rumanians, with the Finns in front of the Swedes and Spaniards.

## ITALY WISHES TO DEVELOP COMMERCE.

Signor Facta, opening the conference, emphasized that they must work for the peace of Europe in the sincere spirit that inspired the Washington Conference. Discussions should be dominated by the principle that salvation of the community of nations was only attainable by establishing just accord between the independence, autonomy, and sovereignty of nations.

(Continued at foot of next column.)

## LATEST CABLES.

## SHIPBUILDING SLUMP.

LLOYD'S FIGURES.

London, April 10th.

The slump in the shipping industry is further evidenced by Lloyd's Register whose shipbuilding returns for the quarter ended March 31st shows the tonnage of merchantmen then being constructed in the United Kingdom was 2,335,000 tons. This is a reduction of 404,000 tons as compared with December 31st, 1931, and includes 517 vessels whereon work is suspended, apart from any delay due to the shipbuilding and engineering dispute.

The number of merchantmen building abroad is 1,643 including 325 whereon work has been suspended. This is a reduction of 373 as compared with the number under construction on December 31st, 1931.

The tonnage of all vessels under construction in America is only 34 per cent. of the total building there on March, 1919. The tonnage launched in the world during the quarter was 523,000 whereof 354,000 was launched in the United Kingdom. The tonnage commenced during the quarter was 118,000, whereof 67,000 was abroad.

## SHIPPING ACCIDENTS.

## TWO COLLISIONS REPORTED.

Portland, April 10th.

The Norwegian steamer *Melna*, from Christiania for Colombo, Singapore and the Far East, with a general cargo, arrived seriously damaged, though the cargo was not damaged. The vessel had been in collision with the British steamer *Padua*, from London to Calcutta. The *Padua*, slightly damaged, proceeded to Calcutta via Port Said.

The British steamer, *Scottish American*, from Abadan to Swansea collided in the Suez, with the *s.s. Trieste*. The former was damaged but can be repaired. The extent of the damage to the *Trieste* is unknown.

## EARLIER CABLES.

## HEAVYWEIGHT CHAMPIONSHIP SHIP.

## COOK DISQUALIFIED.

London, April 10th.

At the Holland Park hall in London, the British Empire heavyweight championship contest between George Cook and Joe Beckett, the heavyweight champions of Australia and England respectively, resulted in Cook being disqualified in the fifth round for continually hugging.

dividual States. He said that Italy was ready to remove all prohibitive Protectionist obstacles to the development of commerce.

Signor Facta, after his presidential address, affirmed that the conference was based wholly upon the Cannes resolutions.

## MR. LLOYD GEORGE'S AMERICA'S ABSENCE.

Mr. Lloyd George pointed out that Europe needed a common effort to restore commerce and industry, which were everywhere disorganized and depressed. The first need was real peace. Discussion of currency, exchanges, transport, and credit would be unavailing unless goodwill among the nations was established. The world was one economic unit, and he therefore regretted the absence of America. He believed that, with the success of the conference, America would gladly come in.

## WORLDWIDE DESPAIR IF CONFERENCE FAILS.

Mr. Lloyd George laid stress on the fact that all nations were meeting upon equal terms provided that they accepted equal conditions. He proceeded to summarize the Cannes resolutions, firstly, that the nations agree not to repudiate debts notwithstanding a change of government; secondly, that no country wage war on another's institutions; thirdly, that no nation engage in aggressive operations against another's territory; fourthly, equal justice for foreigners in courts of law.

Mr. Lloyd George said that the time of actual fighting had ceased, but snarling continued, which was undignified and distracting. The conference would make a real contribution to the restoration of Europe if it could stop that snarling. He enjoined the nations not to roll boulders in front of the plough. A sense of despair would sweep over the world if the conference failed.

## FRANCE DESIRES PEACE.

M. Barthou declared that the world was suffering from lack of security and stability. Active faith alone could save the world. France did not pretend to exercise an hegemony; she was wholly peace-loving, and could not have the criminal aberration of disturbing the peace of the world. The complexity of the questions before the conference precluded simplicity of formula. It behoved each nation to aid in reconstruction for the success of all.

## LATEST CABLES.

## AMERICA'S RHINE ARMY.

ALLIES MEET CLAIM.

London, April 10th.

Following France, Belgium and Britain have now recognised the American claim for payment of the expenses of the Rhine Army. Earl Curzon in a note to the American Ambassador in London says he is communicating with the French and Belgium Government hoping for a speedy agreement in regard to the most convenient method whereby the Allies may co-operate to secure the desired end.

## ATTEMPTED MURDER OF SARNA PASEA.

ACCUSED SENTENCED.

Cairo, April 10th.

One of the accused in the trial for a conspiracy to kill Serwat Pasha has been sentenced to three years imprisonment. Two others have each been sentenced to two years imprisonment, all with hard labour. The lightness of the sentences is causing much comment.

## EARLIER CABLES.

## DEPRECIATION OF MARK.

## GERMANY FACING FAMINE.

Berlin, April 10th.

The German reply to the Reparations Commission points out that since December the purchasing power of the mark has decreased while the cost of living has steadily risen. The coming summer is contemplated with the greatest anxiety, inasmuch as Germany is faced with famine if she is unable to obtain the necessary foreign currencies for payment of imported grain. The mark will soon cease to have any value abroad if the depreciation of German currency continues.

The Note declares that it is in the interests of the entire world to prevent Germany's collapse, and reiterates the German Government's conviction that an external loan is the only means of covering its reparations obligations and stabilising exchanges. The Note considers Germany's present taxation the heaviest that can be borne by the German people, and could not agree to any control incompatible with Germany's financial sovereignty.

## WAR DEBTS.

## ADJUSTMENT NECESSARY.

London, April 10th.

Mr. Goodenough, Chairman of Barclay's Bank, addressing the American Chamber of Commerce in London, said that the adjustment of war debts was essential to save the world from an impossible situation. He suggested that the amount payable to each debtor nation be finally decided as soon as practicable; then bonds should be created and gradually offered to the public for investment, supported by national guarantees endorsed upon the bonds, which Mr. Goodenough was convinced would find a ready market among investors all over the world.

## BRITISH CHILDREN BORN ABROAD.

## NATIONALITY MEASURE.

London, April 10th.

In the House of Commons, in reply to questions, Mr. Shaw (Home Secretary) said that the Bill dealing with the nationality of children of British parents born abroad had been drafted, and that endeavours are being made to obtain the concurrence of all the Dominions so that the Bill could be taken at the earliest date possible. The assent of Canada and Newfoundland had not yet been received. Representations are being made to Canada.

## CITY EQUITABLE INSURANCE CO.

## MEETING OF CREDITORS.

London, April 10th.

At a meeting of creditors of the City Equitable Assurance, Limited, the Official Receiver, who was appointed as Liquidator, said the liabilities were estimated at £1,500,000 and the assets at £9,520.

## THE U.S. NAVY.

WASHINGTON, April 10th.

Mr. Denby's attack on the Naval Bill was due to the fact that the measure was amended by the Naval Committee of the House of Representatives, whose further reductions in expenditure and personnel are regarded by the Administration as incompatible with the maintenance of the strength of the Navy as decided at the Washington Conference.

## BRAZILIAN LOAN.

New York, April 10th.

The \$13,000,000 8 per cent. Rio de Janeiro external loan, repayable in twenty-five years, has been largely oversubscribed.

## WIRELESS OPERATORS' STRIKE.

London, April 10th.

Five hundred wireless operators have now refused duty. The docks in London are picketed.

## OPIUM IN CHINA.

## REVIVAL OF PLANTING AND SMOKING.

London, April 10th.

In a special letter to the *Manchester Guardian*, a missionary from China, the Rev. J. S. Helps, declares that the reported statement of Mr. Chao Hsin-chu, the Chinese Charge d'Affaires, at the anti-opium meeting mentioned in messages of the 5th and 6th Inst. that opium smoking has practically disappeared from China, is incorrect. He says there has been a revival of opium planting and smoking in all but a few parts of China during the past three or four years, which had been not merely encouraged but often forced upon the people by the so-called military governors for the sake of revenue. Those knowing China best fear that the situation in regard to opium-smoking will soon be as bad as ever.

## OIL MAGNATES.

## "NOCONY" AND ROYAL DUTCH.

AMSTERDAM, April 10th.

The *Telegraph* states that Sir Henry Deterding has gone to California. Well-informed people believe that he will meet Mr. Bedford, of the Standard Oil Co., with a view to co-operation by the Royal Dutch and the Standard groups.

## LOWER SHANGHAI HOUSE RENTALS.

## DUE TO SLUMP IN STOCK EXCHANGES.

The *Shanghai Gazette* says:—We understand that the present slump in the local stock exchange market has brought about a considerable decrease in local house rentals. It will be recalled that when the stock exchange crash first possessed the Shanghai community last year, rapacious landlords exploited the urgent need of houses for stock exchange operators to the detriment of tenants, who were confronted with the alternatives of either submitting to exorbitant rates of increased in rent or "quitting and delivering up possession of the premises." Now it is reported that so far as Chinese tenants are concerned, the supply of houses exceeds the demand, and the many new houses, which rent profiteers were tempted to put up at the time of the stock exchange boom, cannot be let without allowing at least a twenty per cent. reduction of the rates originally fixed.

Notices "To Let" may be seen on many a magnificent building, which at first was used or intended as offices for stock exchange operators.

Over 10,000 new tenement houses are in course of erection in North Shansi Road and in the West of Chapel, while less than 20 per cent. of them have been rented. It is stated that a 10 per cent. reduction is now made on the rental of these new houses, that is to say, a rental of \$13 is charged for each house instead of \$20 per month.

## THE OLD SLOOP "MEBLIN" TO BE RELIEVED.

The old sloop *Mebelin*, which was converted into a surveying ship some years ago and in that capacity did duty on the East Indies, Africa and China Stations—and is presently engaged in the latter one—is to be relieved at an early date by the survey ship *Argo*. That ship is now being refitted for her new duties in Devonport Dockyard says a Home paper. She is a sloop of light draught, and when specially fitted out will suit the work of the Far Eastern seas excellently.

The *Mebelin* has done good service since she was launched and completed for sea in 1902. She did duty on the East Indies Station, Cape Station and China Station as a sloop, and was converted into a surveying ship a short time prior to the opening of the late war. She carries an armament of a couple of 3-pounders and two machine guns for protection duty. With a displacement of 1,070 tons, and engines of 1,400 horse power her best speed was 13.2 knots, but in recent years she was not able to approach anything like that. Most likely she will be sold out of the service at Hongkong.

Capt. E. R. G. Evans, C.B., D.S.O., commander of H.M.S. *Carlisle* (formerly of the *Broke*, which fought one of the greatest actions to the credit of that unit of the British Navy) delivered a lecture at Shanghai last week on the Dover Patrol, under the auspices of the Shanghai branch of the Navy League. Mr. A. Brooks-Smith briefly introduced the lecturer and thanked him for having been responsible for the addition of between \$1,000 and \$1,700 to the funds for the entertainment of British sailors in port.

The *N.O. Daily News* commenting on the distinction conferred upon Mr. E. C. Pearce by H.R.H. the Prince of Wales, says: "The announcement was received with the utmost satisfaction by members of the British community in Shanghai, and it may be added that this feeling of pleasure was shared by other nationals who have had opportunity of observing and appreciating the man and his work. There can be no question that his selection for the honour, as a representative British citizen, is well made and worthy since, from the time of his arrival in China 38 years ago, then a young man of 22, Mr. Pearce has identified himself with singular ability and success with the important work, public and private, which fell to his lot."

## RED SIBERIA.

[BY KARLENE KENT.]

[SPECIAL TO THE "HONGKONG DAILY PRESS."]

Recent reports of the capture of the city of Harbin by the "Whites" and the recapture of the "Reds" recalls the week we spent "seeing the sights" of that city last summer. It was the end of a three months' trip in which we had travelled many miles, from one end of the Far Eastern Republic to the other, studying the conditions in that country under "Bolshevik" rule.

We had been warned before we went that it was not safe to go into that bandit-ridden, bloodthirsty land. We read in the newspapers hair-raising reports of conditions, contributed by the "antis"; and diametrically opposed were the tales of the "pros."

We went prepared for anything—carrying two revolvers, two kodaks and the typewriter. The last two were very valuable to us, but the revolvers were never unpacked. Our first introduction to the Far Eastern Republic was on the railroad from Manchuli, the last station in China to Chita, the capital city. We bought first-class tickets and reserved a coupe. The train may have been first-class, for there were still feeble traces, but it had suffered under the exigencies of war, and we were led to a coupe, cluttered with broken glass, unsewn and dirty and with the prop of the upper berth broken. No sheets or blankets were given us, as most of those had long ago been stolen, but the four walls and the two bunks, such as they were, were ours. We set to work and cleaned the coupe and opened up our luggage, then settled down to wait for a station where we could buy milk, butter and eggs. These were cheap and plentiful and very good. Occasionally there would be a little girl with berries or vegetables, and always there was the very poor black bread in huge round loaves.

The road bed was good and we ran along without interruption. We have learned there has since been installed an excellent "express de luxe," with a dining-car and fine service.

Throughout Siberia living conditions are difficult because there are practically no hotels and little equipment or conveniences in those that are open. As the cities are congested and economic ruin is the result of the chaos of the last five years, living is not easy. Those who have big houses must share with those who have none and are frequently without pay of any kind. But even in the short time we were able to watch things there was progress, and order was coming out of the turmoil.

We stayed for six weeks in Chita, and found the life very pleasant. The country is beautiful, with endless hills and streams and wonderful great pine trees, forming a marked contrast to the brown level of so much of China. In Chita there were two pleasure gardens open and full of entertainment. This was the nightly rendezvous for the enjoyment-seekers, and they are many in any land reacting from war. There was no dearth of talent here, for the Russians are a clever people and very musical and dramatic. Some artists had drifted from Moscow on the tide of war and they were fully appreciated in their rôle of opera stars, comedienne, dancers. Night after night the entertainment changed, and we ran the gamut of diversions never once feeling disappointed. After a sojourn in China and Japan, the programmes were rare treats. On Saturday nights the band played dance music, and soldier and maid performed the quaint Russian dance.

In all this there was little that seemed Bolshevik, as the outside world sees the street. Day after day I walked the streets alone at any hour, I went freely to the market, to the gardens on the street, and never once was I disturbed in any way. In vain we searched for bearded men with bloody knives in their teeth. The beads were there, the boots and the blouse of the Russians, but the knife and the blood were not around.

In each town the life centres round the market. This is a little village set up in the middle of the town and composed of "lean-to's" or three-sided shacks. Here the wily Chinese merchant sells his imported goods, and near him the farmers and their wives offer tempting farm products for sale. The Chinese goods are of a cheap variety and they are stocked in small supplies from over the border at Manchuli. The Russian stock is practically all food, which demands little initial outlay of capital and yet brings the needed return. The market is a blaze of color and teeming with interest. Here the Buriats, a Mongolian tribe, come to barter hides and meats for cloth and household necessities. Here the once rich Russian lady dicker with the Chinese over the price. The Russians are all one-priced and not interested in their neighbours' way of bargaining.

The currency is all gold roubles and silver kopecks. There is no paper accepted in the Far Eastern Republic! A gold rouble exchanges evenly with a Mexican dollar, while it takes three hundred silver kopecks to make the gold rouble. The paper rouble of so little value is entirely in Soviet Russia to-day.

The people of Siberia are naturally poor in dollars. They have always been a peasant people and their wealth was formerly in live-stock and property, which the ravages of war have so much destroyed, and, having no outside trade, there is no new wealth coming in. In the principal cities money is the medium of exchange, but in the back villages off of the beaten track and along the Amur river, money is useless and the people exchange their crops and garden products for eggs and threads and any manufactured articles.

We lived for five weeks on the rivers, and the life was exceedingly interesting. The boats were very comfortable, much cleaner and better than the Chinese one on the Sungari River. Here we mixed with the "Bolsheviks" and watched them at work and play. They are a natural, almost childlike, people in their unaffectedness. They were oddly dressed and it would be impossible to say that any "style" prevailed. The men wore high knee-boots of various coloured leather ranging from pink to black; the blouse, often cross-stitched and sometimes of potato sacking; while the breeches sometimes strayed so far from the "leg-a-mutton" pattern as to more closely resemble question marks.

The women's clothes were even more varied. Some had used the cheap Chinese cloth as best they could. Others had "made over" flannel or even lace curtains in marvellous fashions. With all there was a cheerful spirit and much good will. They had all suffered, and many had had to endure atrocities that only civil war and chaos produce, but they were adjusting and making the best of it. At every stop of the boat the passengers rushed off and inspected the little supply of food for sale by the peasants, who eagerly awaited the boat's arrival that they might exchange a chicken or pig for some homey necessities. One little girl of about five offered me a huge live goose for two cakes of soap. Unfortunately I had none to spare. I offered her a rouble, many times the value of the soap, but she refused it. Think of living where money is valueless!

Living in Siberia, even in the height of its prosperity, has some drawbacks. There is no running water, as this would demand an outlay of great expense. The winter is so cold that two complete sets of pipes would be necessary—one for the water and the other for steam to keep the pipes from bursting in the cold. So the water is carried about the town in barrels on a little wagon, and all this is subject to the temperament of the driver and the horse. This limits bathing and makes the river the public bath. Here men, women and children refresh themselves with a plunge and soaping while their clothes, washed first, sun gaily on the rocks.

There is everywhere an evidence of hard times, but also the people seem to be eagerly adjusting themselves to new conditions and are endeavoring to reproduce as fast as possible normal conditions. The hospitals are open, and much is being done with the very limited supplies at hand. Fortunately, it is a very beautiful country. The air is invigorating and the country is clear, so that there are not the insidious diseases to fight that we find in the rest of Asia. But there are many broken bodies from the war and from insufficient food. Especially bad is the scourge which makes the black bread—the main diet of so many families. The children show this in their pinched faces and colourless cheeks. The hospitals have free dispensaries attached to them, and, through this means, reach many for whom there would be no room in the building itself. The doctors are cheerful but serious as they face the great work of relieving pain without any adequate means.

The work of education is a difficult one. The new regime will not tolerate the use of books which exhort devotion to the Czar and the Church, and there is no money to spend in having new ones made, so the schools must shift as best they can through the ingenuity of the teachers and the pamphlets printed by the Government. We went through many of the old school buildings, and they are very fine ones, though sadly in need of paint. As the Government has no money to pay teachers or for the "up-keep" of the buildings, the work must be done by unpaid volunteers, who receive the Government rations for food and clothing from the People's Store when they need it. They are doing something in spite of all the obstacles, and the exhibitions and scout work bear witness to it. The public libraries are open and circulate books. The museums and industrial and educational exhibits, all help to encourage the work and bring about a more nearly normal condition of things.

The personnel of the "Red" and the "White" has somewhat changed in the after-war reaction. The "Whites" whom the Allies supported during the period of intervention and whom the Japanese still aid, have ceased to be organized against the new Bolshevik Government. The "Whites" must be preserved as to life, but they are not. But neither will they have Communism. The humble peasant who labours all day for his living is not going to share without returns.

Three months of travel all the way across the new Republic greatly clarified Bolshevism in our minds. The Bolshevism of four or five years ago is gone. In its place is a democratic government by no means perfect, but better than the first chaos that followed the Revolution. A whole empire of hundreds of millions of people economically ruined, its government crushed, its international relations cut off, cannot be re-lived in a day, but at least Eastern Siberia is trying to return to a livable living condition. The trouble has concentrated itself in the Vladivostok region, where all in forces are at work. It will take a long time for "Red" Siberia to live down its colour, no matter how fast that colour fades inside her own borders.



# NAPIER JOHNSTONE'S "N. J. CLUB"

A  
NOVEL  
BOTTLE

FILLED  
WITH  
PERFECT  
"SCOTCH"



WORLD WIDE IDENTICAL QUALITY

OBTAINABLE AT ALL

WINE MERCHANTS

SOLE AGENTS

LANE, CRAWFORD, LTD.



## A Famous Doctor says:

"After long experience of Hall's Wine I still continue to prescribe it, and have never failed to obtain benefit in all cases."

Hall's Wine is a scientific preparation—the prescription of a Member of the Royal College of Surgeons, London, England, and it has been steadily growing in popular favour for over a quarter of a century—the period it has been before the public. Each day brings new evidence—every post adds to the countless letters on our files in praise of Hall's Wine.

Doctors recommend Hall's Wine for building up the system against Climatic Dangers, Exhaustion, Nerve Trouble, and the ill-effects of Overwork.

## Hall's Wine

THE SUPREME TONIC RESTORATIVE

Striking testimony from Doctors:

Exhaustion: "In cases of mental and physical exhaustion, I know of nothing better than Hall's Wine."

Overwork: "Please send me six bottles of Hall's Wine to my private residence. I have been 'overdoing' it and find Hall's Wine an excellent tonic."

Hall's Wine is obtainable from all first-class Chemists, Wine Merchants, and Wing On Co., Ltd. and Sincere Co., Ltd.

Sole Proprietors: STEPHEN SMITH & CO., LTD., BOW, LONDON, ENGLAND.

## 5 Reasons why PARIS GARTERS

are recognized as the standard in men's garters by discriminating and well dressed men throughout the whole world.

1. Being tailored to fit the leg, they are secure and wholly comfortable at all times.
2. Their rubber cushion clasp, an exclusive feature of Paris Garters, holds the hose between rubber and rubber—securely and with no chance to tear even the thinnest silk hose.
3. Their trimmings are rust-proof—cannot be corroded by perspiration.
4. Only the best quality of live elastic—uniformly excellent and rigidly tested for long service—enters into them.
5. Paris Garters are made in every detail to meet and retain their reputation for superiority in value, comfort and service.

AT ALL HAIRDRESSERS  
Accept No Substitute.  
Insist On Getting the Genuine.  
**A. STEIN & COMPANY**  
Makers of Garters, U. S. A.  
Distributors:  
Huller & Phipps (Asia), Ltd.  
Hong Kong.



## PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSEY.)

Paris, February 28th.  
As the "month of marriages"—which is May, in France—draws near, designers are busy preparing the hundreds of beautiful wedding dresses that will be worn during this joyous season. Most of the Rag Kings have not even waited for February to come round, but have included wedding-dresses in the collection of Spring models they are now showing to the big wholesale buyers who flock every season to Paris from all over the world in order to buy these models and glean new ideas from their creators.

A tour of inspection of the various big ateliers reveals a fact which should make every prospective bride very happy, and that is the extraordinary latitude allowed for the type and temperament of the wearer. Our grandmothers, and even our mothers, were compelled, if they wished to have a marriage *à la mode*, to wear heavy white satin cut in exactly the same way as hundreds of other wedding-dresses were cut, and veils of tulle or lace draped exactly as countless other veils were being draped at the time. The modern bride is completely freed from all such tyranny and is at perfect liberty to choose from a host of materials—for her dress and veil as well as a host of ornamentations with which to trim them both.

Strangely enough, there is rarely a satin wedding-dress to be seen these days; the old tradition has been so completely over-ruled that the nearest approach one ever sees to this stately fabric are materials such as brocade, chambruse, and antique damask. Wedding-gowns are now graceful, floating things of crepe in its varied forms of Georgette, Romain or Marocain, *ninos de soie*, lace, net, tulle and *crêpe de Chine*. Pearls are no longer the only possible trimming allowed, the bride-to-be being permitted to choose at will what she deems will best suit her particular type or temperament. There is a tremendous vogue for lace, especially guipure and blonde lace, and any old family lace is a prize to be used without the slightest hesitation. There have been several big weddings since the beginning of the year, and almost without exception, old family lace figured on the dress or veil of the bride. But quite the latest idea is that of silver lace, and when this is not made use of the material of the dress or veil will be embroidered in silver thread.

I saw a very beautiful toilette made of crepe Georgette, and showing a court train of crepe Romain caught into the waist by a silver tissue rose placed each side; with this was worn a tulle veil, cut to outline the rounded-off shape of the train and embroidered with large silver leaves and roses. Another model in chambruse was trimmed with a tulle effect of silver guipure, and round the waist was a girdle of silver tissue roses; the veil worn with this was in plain tulle and was caught into the shape of the head by means of an original turban roll of the same tulle. Another wedding gown, as simple as it was effective, was no more than a couple of widths of crepe Romain arranged in a series of folds finishing off in a loose train, and caught in at the waist by two strands of tiny roses, a posy of these appearing on each shoulder, and one, slightly larger, catching the veil at the side of the head.

When a very decorative veil is worn, a plain material is chosen for the skirt, so as to provide a foil for the rich effect of lace and embroidery. Similarly, when very beautiful lace and embroidery is used on the dress, one part of this is usually left quite plain. For example, a plain bodice will be allied to a skirt made of, or draped with, handsome lace, or net heavily embroidered in silver thread, pearls, beads or silks. Also, I saw a reversal of this idea in the form of a medieval type of gown, showing a kind of yoke which was made of a network of pearls and from which fell widths of chambruse draped in long, graceful folds; the sleeves were long and wide; from the yoke at the back hung a plain, gathered train, and, to match the idea of the yoke, from a low waist-line at the side hung long strands of pearls. Another charming effect was produced by a dress made entirely of beautiful blonde lace outlined with silver thread; with this was worn a perfectly plain tulle veil arranged in a very original and effective fashion with one point of the square rounded off and draped over the face, the other forming the point of the train, and the two others caught to the waist, a posy of silver roses, a garland of the same drawing the veil into the head.

For tall, stately girls there is nothing so becoming as the gown which is no more than an enveloping drape of material, drawn to and caught up at one side. When worn by the right type of girl and allied to a lace or richly-embroidered veil, there is, perhaps, no other model quite so effective. Our particularly beautiful toilette of this type I saw was carried out in chambruse, the draping being drawn to the right side and finished with a big knot and ends of moiré ribbon; there were long, close-fitting sleeves and the material was draped across in front to form a deep V; the beautiful simplicity and grace of the gown was set off by a tulle veil embroidered in silver thread; orange blossoms shaped in the form of a coronet and a trail of the same blossoms hanging from the moiré knot at the side were the only note of decoration other than that provided by the glistening effect of the silver in the veil. Another happy composition of simplicity and richness was shown in a model of chambruse with a long, full train and a front, corage and sleeves of silver lace; round the waist were several strands tulle and orange blossoms entwined, and a strand of the same caught into the head a perfectly plain, tulle veil.

Another draped model in antique damask was caught at each side by a trail of orange blossoms and was worn with (Continued at foot of next column.)

# WORLD THEATRE

Hong Kong's Most Modern Picture Palace.

Entirely Under British Management.

TODAY at 5.15 P.M. and 9.15 P.M.

THOMAS. H. INCH

PRESENTS

ENID BENNETT

in

## "PARTNERS THREE"

2.30 p.m. & 7.15 p.m.

BEN WILSON & NEVA GERBER in "BRANDED FOUR"  
Episodes 10th. and 11th.

USUAL PRICES. BOOKING AT THE THEATRE.

## "PHILIPS"



Build up those organs upon which your constitution depends. HORLICK'S MALTED MILK, the invigorating FOOD-DRINK, helps Nature to revitalize the whole system. Malted Barley, Wheat and Milk in concentrated form. Needs no cooking, simply add a little water, hot or cold. Of all Chemists and Stores.

**HORLICK'S MALTED MILK**

HORLICK'S MALTED MILK CO. SLOUGH, BUCKS. ENGLAND.

## ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN.

SOLE AGENTS.

MITSUI BUSSAN KAISHA LTD.

HONGKONG.

FOR EUROPE AND AMERICA  
INDIA, AUSTRALIA, &c.

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY PRESS

with which is incorporated

THE CHINA OVERLAND TRADE REPORT.

Subscription paid in advance, \$12 per annum, including Postage to any part of the world, \$14

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.

AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer  
"AGAPENOR PYRRHUS"

are hereby notified that the cargo has been brought forward by the "PELEUS" and will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 15th April.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th April will be subject to rent, and any additional charges for coole hire incurred.

All claims against the Steamer must be presented to the undersigned on or before the 28th April, or they will not be recognized.

Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the godowns, which will entail delay in the return of subsequent cargoes.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hong Kong, 10th April, 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.

AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"BELLEROPHON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk, and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th April, or they will not be recognized.

Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the godowns, which will entail delay in the return of subsequent cargoes.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hong Kong, 10th April, 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"EUEYMACHUS"

FROM NEW YORK.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th Apr., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th Apr., or they will not be recognized.

Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the godowns, which will entail delay in the return of subsequent cargoes.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hong Kong, 10th April, 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.

AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"LAOMEDON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th Apr.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 15th Apr. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th Apr., or they will not be recognized.

Consignees are urgently requested to make prompt arrangements for removing or storing cargo. Failure to do so will result in congestion in the godowns, which will entail delay in the return of subsequent cargoes.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

Hong Kong, 10th April, 1922.

619



## REMOVAL NOTICE.

HAVE REMOVED TO  
No. 16, Des Vœux Rd., C.,

(Between Our Former Premises and Blue Bird's)

On display New Stock of  
MANILA HEMP HATS,  
SWATOW DRAWN WORKS,  
EMBROIDERIES and LACES.

SWATOW DRAWN WORK CO.,  
Phone No. 2860. P. O. Box 445.

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	ESTIMATED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATIAP	JAVA	in port	20th April	JAVA via BANKA, BILLITON, SAIGON
TJIPANIS	JAVA	in port	—	—
TJIPAROM	JAVA	in port	15th April	BATAVIA DIRECT, SHANGHAI
TJIREMBANG	SHANGHAI	14th April	23rd April	—
TJIMANOEK	JAVA	21st April	—	—

Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the  
JAVA-CHINA-JAPAN LIJN.  
Telephone No. 1074.  
York Building, First Floor



VEREENIGDE NEDERLANDSCH  
SCHEEPVAARTMAATSCHAPPIJ  
(United Netherlands Navigation Company)  
HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between  
JAPAN PORTS, SHANGHAI, HONGKONG AND  
MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN

Sailings, subject to alterations.

Steamers	For	Sailing on or about
"ROTTI"	ROTTERDAM, AMSTERDAM & HAMBURG	24th Apr.
"OOSTERK"	AMSTERDAM, ROTTERDAM & HAMBURG	22nd May
"OOSTERK"	ROTTERDAM, AMSTERDAM & HAMBURG	20th June

For full particulars please apply to  
JAVA-CHINA-JAPAN LIJN.  
General Agents.  
Cnr. Building.

## COLUMBIA PACIFIC SHIPPING CO.

SOUTH CHINA LINE  
PORTLAND, ORE.—JAPAN PORTS, HONGKONG & MANILA

Vessel: DUE HONGKONG  
"VINTA" ... about 15th April  
(All operated for a/c of U.S. Shipping Board).

Agents

ARNHOLD BROTHERS & CO., LTD.  
1a, Chater Road. Phone No. 1500.

## A. G. DA ROCHA.

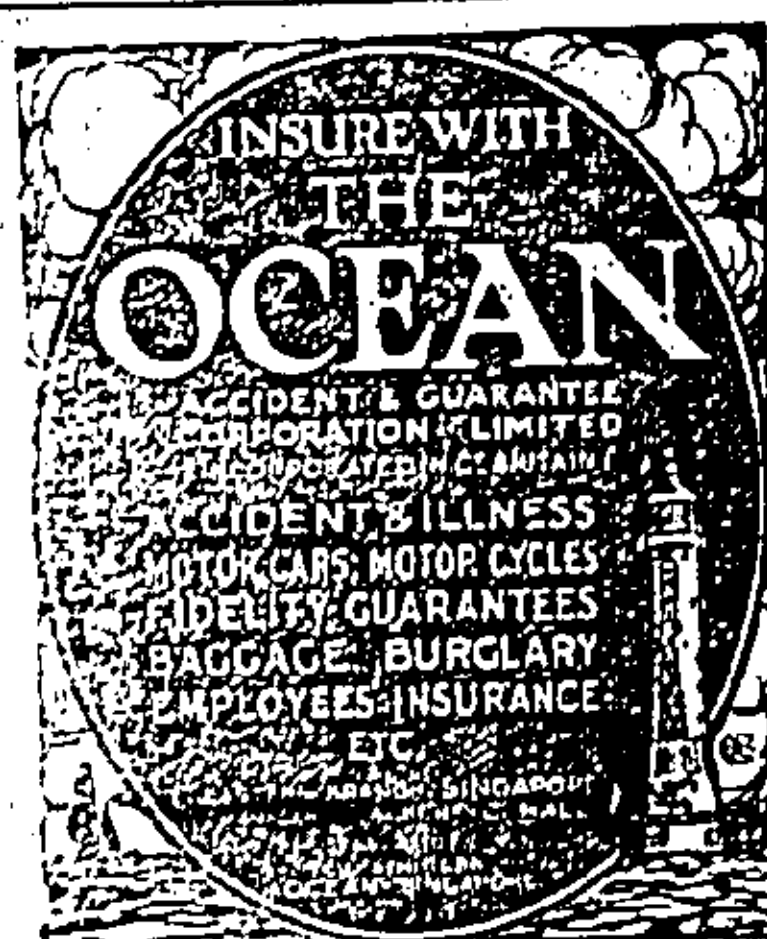
AUCTIONEER, SURVEYOR AND  
GENERAL BROKER

No. 24, D'Aguilar Street, Telephone No. 2323

WEEKLY AUCTIONS,  
TUESDAYS:—  
MISCELLANEOUS GOODS.

THURSDAYS:—  
VALUABLE  
HOUSEHOLD FURNITURE

SATURDAYS:—  
EXCELLENT  
HOUSEHOLD FURNITURE



SHANGHAI OFFICE:—  
99A, Szechuen Road.  
AGENTS for Hongkong  
and South China,  
DODWELL & CO., LTD.  
TELEPH. 1030 2, QUEEN'S BLDG.

BRITAIN'S POLICY IN EGYPT.  
INDEPENDENCE WITH  
SAFEGUARDS.

In the House of Commons on February 28th, Mr. Lloyd George made an important statement outlining the new policy to be adopted with regard to Egypt. He said: The White Paper to be laid before the House will show what has passed since the declaration of policy made by his Majesty's Government in December after the failure of Adly Pasha's Mission to London. It also contains the declaration of policy upon which his Majesty's Government, in pursuance of the principles laid down in December, now propose to proceed. We have long recognised and said that the protectorate was no longer a satisfactory form of relationship between the British Empire and Egypt, but we have also said that owing to the peculiar geographical position of Egypt the Protectorate cannot be terminated unless British Imperial interests are fully safeguarded. This Adly Pasha and his colleagues were the first to admit, but the difficulty of reconciling these interests with Egyptian aspirations proved insuperable during the negotiations last summer. At the present moment there is no Egyptian Government which could go so far as to commit their country to a treaty relationship with Great Britain of a nature to afford adequate safeguards in these matters, and his Majesty's Government have, therefore, determined to proceed by a unilateral declaration. In this course they enjoy the wholehearted support of Lord Allenby and of the British officials of all ranks in the service of the Egyptian Government, and they are confident that their action will be equally endorsed by Parliament and by public opinion in this country.

There are three points in the declaration:—  
1. The Protectorate is terminated and Egypt is free to work out such national institutions as may be best suited to the aspirations of her people.

2. Martial law will be abolished as soon as an Act of Indemnity has been passed. On this a word of explanation is necessary. Martial law has not been used in the main, as some people suppose, to enforce British rule in Egypt. It has been, on the contrary, the main instrument of government in the hands of Egyptian Ministers for certain important measures arising out of war conditions—such, for instance, as the regulation of house rents and the levying of certain taxes. An Act of Indemnity is, therefore, necessary before any Egyptian Government can dispense with martial law. It is for the Egyptian Government to pass the necessary legislation, but we undertake to impose no obstacles provided the final clause of the Declaration is duly observed.

3. This final clause defines the special relation between his Majesty's Government and Egypt. It declares that the following four matters are absolutely reserved to the discretion of his Majesty's Government:—  
(a) The security of the communications of the British Empire in Egypt.  
(b) The defence of Egypt against all foreign aggression.  
(c) The protection of foreign interests in Egypt and the protection of minorities.  
(d) The Sudan.

We are prepared to make agreements with the Egyptian Government upon these matters in a spirit of mutual accommodation, whenever a favourable opportunity arises for the conclusion of such agreements. But until such agreements, satisfactory both to ourselves and the Egyptian Government are concluded, the *status quo* will remain intact.

FOREIGN POWERS WARNED OFF.

I must make another point clear. We regard the special relations between ourselves and Egypt defined in this clause as a matter concerning only ourselves and the Government of Egypt. Foreign Powers are not concerned, and we propose to state this unmistakably when the termination of the Protectorate is notified to them. The welfare and integrity of Egypt are necessary to the peace and safety of the British Empire, which will therefore always maintain as an essential British interest the special relations between itself and Egypt long recognised by other Governments. The definition of these special relations is an essential part of the declaration recognising Egypt as an independent sovereign State. His Majesty's Government have laid them down as matters in which the rights and interests of the British Empire are vitally involved, and they cannot permit them to be questioned by any other Power. In pursuance of this principle they would regard as an unfriendly act any attempt at interference in the affairs of Egypt by another Power, and they would consider any aggression against the territory of Egypt as an act to be repelled by all the means at their command.

On the other hand, we, of course, accept the protection of foreign interests and minorities in Egypt as a responsibility inseparable from the special position which we claim in the country. These responsibilities have not infrequently been brought home to his Majesty's Government in the course of the last few years, when the passions of the masses in Egypt have been inflamed against all foreigners. It is to be hoped that with the recognition of their status as an independent nation, the Egyptians will themselves realise how imperative it is to keep political passions within their proper bounds, and the efforts of any Egyptian Government in this direction will always enjoy the sympathy and support of his Majesty's Government.

THE SUDAN.  
The Sudan calls for more than a passing word. The combined efforts of Great Britain and Egypt were needed to rescue that vast country from the devastation and ruin into which the Mahdist movement had plunged it. Since the reconquest, more than twenty years ago, Great Britain and Egypt have alike contributed men and money towards the restoration of peace and prosperity to what should one day prove a country fertile and populous as

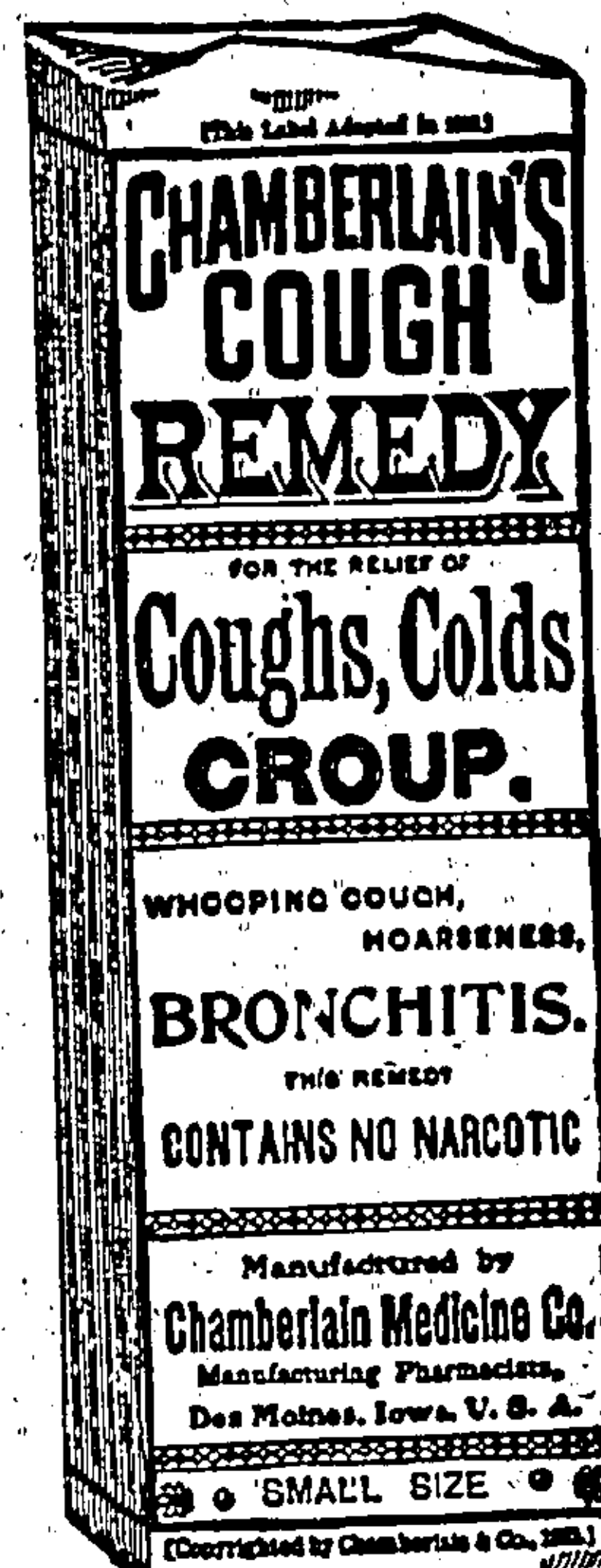
(Continued at foot of next column.)

Nothing Like ZAM-BUK for  
CHILDREN'S HEADS

Experience proves that there's nothing like Zam-Buk for the children's heads. It keeps both hair and scalp healthy, and is a speedy and reliable remedy for ringworm, eczema, and the other infectious sores and eruptions so prevalent amongst children. Zam-Buk is a pure and highly refined balm prepared exclusively from rare herbal extracts of great curative value. Hence, where there are youngsters cannot afford to be without Zam-Buk.

Whilst Zam-Buk soothes and heals the tenderest skin of the youngest babe, yet its curative and disease dispelling virtues are powerful enough to overcome the chronic sores, ulcers and poisoned wounds of adults. Zam-Buk, which is powerfully antiseptic, ends smarting pain and irritation as soon as applied and promotes speedy perfect healing. Zam-Buk contains No Trace of Animal Fat or mineral drug such as you find in ordinary salves and ointments. It is a pure herbal balm of the highest refinement.

Of all chemists and medicine vendors in Hongkong, Shanghai and the Far East. Sole proprietors The Zim-Buk Mfg. Co., Ltd., London, England.



THE NEW PNEUMONIA REMEDY.  
THERAPION NO. 1  
THERAPION NO. 2  
THERAPION NO. 3

it is now barren and empty. His Majesty's Government will never allow the progress which has already been made, and the greater promise of future years, to be jeopardised. Service in the Sudan is unpopular with Egyptians, and one of the main reasons why conscription is disliked is due to the fact that it entails such service. On the other hand, Egyptian officials are now welcomed by the Sudanese, in whose minds the memories of Egyptian misgovernment fifty years ago still rankle.

Nor can the Majesty's Government agree to any change in the status of that country which would in the slightest degree diminish the security for the many millions of British capital which already invested in its development. Egypt, on the other hand, has an undeniable right to the most ample guarantees that the development of the Sudan shall never threaten or interfere with her existing water supply, or with that which she may require in order to bring her own territory under full cultivation. Such guarantees his Majesty's Government will be ready to afford, and there is no reason why they should in any way hamper or retard the progress of the Sudan.

The declaration conforms closely to the policy laid down by agreement at the Imperial Conference and fully covers all matters there defined as essential to Imperial security.

Lord Allenby has returned to Egypt in complete agreement with the course of action now recommended to Parliament. His character, his achievements, and his handling of a very difficult situation during the past three years in Egypt have given him an exceptional position with the Egyptian people, and we have complete confidence that the interests of the British Empire and the cause of a good understanding between ourselves and the Egyptian people are equally secure in his hands. (Cheers.)

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS, SUBJECT TO ALTERATION

SANDAKAN	HAIPHONG	MANILA	SHANGHAI	TIENTSIN	BANGKOK	SHANGHAI	STRAITS & CALCUTTA	SHANGHAI & KOBE
"MAUSANG"	"TAKSANG"	"LOONGSANG"	"HOFSANG"	"CHEONGSUNG"	"LEBSANG"	"CHOYSANG"	"KUMSANG"	"KUTSANG"
Wednesday, 13th April, Noon.	Friday, 14th April, 8 a.m.	Saturday, 15th April, 2 p.m.	Sunday, 16th April, Noon.	D.L.	18th April, 10 a.m.	Wednesday, 19th April, Noon.	Tuesday, 25th April, 3 p.m.	Friday, 21st April, Noon.

CALCUTTA LINE:—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo calling at Haiphong when inducement offers.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kuching, Jesselton, Labuan, Tawau and Labad Data.

TIENTSIN LINE:—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chaofo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

S.S. "KUMSANG" will be despatched on or about  
Thursday, 20th April, at 3 p.m., for SINGAPORE, PENANG  
& CALCUTTA

Through Bills of Lading issued to RANGOON, MADRAS, PORT  
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to:—

Jardine, Matheson & Co., Ltd.,

GENERAL MANAGERS.

Telephone No. 215.

## GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE.  
OUTWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. "CARNARVONSHIRE"	18th April	Due Hongkong
M.V. "GLENHARRY"	27th April	18th April
S.S. "GLENIFFER"	9th May	27th April
S.S. "PEMBROKESHIRE"	23rd May	9th May

## HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENARIFFE"	13th Apr.	GENOA, LONDON, ROTTERDAM, & HAMBURG.
M.V. "GLENOGLE"	9th May	GENOA, LONDON, ANTWERP & HAMBURG.
M.V. "GLENARIFFE"	15th May	GENOA, LONDON, ROTTERDAM & HAMBURG.
S.S. "CARNARVONSHIRE"	13th June	GENOA, LONDON, HULL, ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd. AGENTS.

Telephone No. 215 sub-ex. 23 and 3696

Cable Address.

Kawakisa, Kobe.

Bentley's A.B.C. 5th Ed.

and Scott's Codes.

Telephone, Kankam

1944-1945.

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP: ¥20,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MAMATA AKE

As Company has on hand a large number of

## NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—

Eleven steamers of 9,100 tons each deadweight.

And under the Company's Management:—

Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter and other particulars apply to the

KAWASAKI KISEN KAISHA.

No. 2, Bunko Bldg.



## SHIPPING NEWS

## ARRIVALS.

April 10th  
**Georgia**, French str., 771 tons, Capt. E. Watwood, from Whampoa, note—Russian Volunteer Fleet.  
**Hozui Maru**, Japanese str., 1,075 tons, Capt. T. Ishigaki, from Haiphong, with a general cargo.—Yamashita K. K.  
**Jacoz**, American str., 2,681 tons, Capt. W. Appel, from Saigon, with rice.—Pacific Mail S.S. Co.  
**Janus**, British str., 2,074 tons, Capt. P. H. Beeching, from Calcutta, with a general cargo.—Mackinnon, Mackenzie & Co.  
**Kuanghai**, British str., 1,545 tons, Capt. Martin, from Singapore, with a general cargo.—B. & S.  
**Mokon**, Chinese str., 781 tons, Capt. A. Lashovitsky, from Saigon, with rice.—W. Fat S.S. & Co.  
**Doukerk**, Dutch str., 5,081 tons, Capt. H. Huyser, from Manila, with a general cargo.—J.C.I.L.  
**Takung**, British str., 977 tons, Capt. T. Chai, from Haiphong, with a general cargo.—M. & Co.  
**Tijaratun**, Dutch str., 3,669 tons, Capt. P. Weide, from Sourabaya, with a general cargo.—J.C.I.L.  
April 11th  
**Apus**, British str., 1,776 tons, Capt. A. Fraser, from Saigon, with rice.—W. Fat S.S. & Co.  
**Banka**, Danish str., 1,049 tons, Capt. E. Juulhaugen, from Saigon, with rice.—Manners & Backhouse.  
**Chikkar**, Norwegian str., 1,102 tons, Capt. J. Mathewson, from Bangkok, with a general cargo.—Tin Hing Hong.  
**Dunclutha**, British str., 2,546 tons, Capt. Rube, from Manila, with sugar.—Doddell & Co.  
**Hanchow**, British str., 550 tons, Capt. C. R. Johnson, from Shanghai, with a general cargo.—B. & S.  
**Hydrangea**, British str., 561 tons, Capt. W. J. Gibson, from Saigon, with a general cargo.—Chin On S.S. Co.  
**Kanchow**, British str., 1,220 tons, Capt. Tonkin, from Canton, with a general cargo.—B. & S.  
**Lorient**, British str., 1,406 tons, Capt. J. A. Tye, from Hongkong, with coal.—H. M. H. Nantux.  
**Noyan**, British str., 1,219 tons, Capt. W. E. Cessey, from Yokohama, with a general cargo.—Mackinnon, Mackenzie & Co.  
**Ralph Moller**, British str., 1,027 tons, Capt. Young, from Haiphong, with a general cargo.—Chan Yee Tong.  
**Typhoon**, Dutch str., 3,815 tons, Capt. J. J. Dull, from Sourabaya, with sugar.—J.C.I.L.

## CLEARANCES.

April 11th  
**Amberst**, for K. C. Wau.  
**Arafun**, for Manila.  
**Caduet**, for Saigon.  
**Chapling**, for Canton.  
**City of Oran**, for Manila.  
**Marymichas**, for Singapore.  
**Hambury Allen**, for Singapore.  
**Kanchow**, for Shanghai.  
**Kiangsu**, for Saigon.  
**Knight Templar**, for Manila.  
**Kw-chow**, for Canton.  
**Loomedon**, for Shanghai.  
**Lorient**, for Canton.  
**Maidung**, for Sandakan.  
**Novara**, for Singapore.  
**Reuter**, for Saigon.  
**Senzan Maru**, for Keelung.  
**Shunshing**, for K. C. Wau.  
**St. Maria**, for Haiphong.  
**Suzhou**, for Canton.  
**Tamha Maru**, for Singapore.  
**Tokushima Maru**, for Shanghai.  
**Zyndarus**, for Kutchinatu.

## PASSENGERS.

DEPARTURES  
 For the Pacific Mail S.S. Co.'s **Hosier State**, on April 11th—For San Francisco, Rev. and Mrs. T. C. Badley and family, Mr. R. E. Bampton, Mr. and Mrs. C. R. Bolinger, Capt. and Mrs. P. D. Chandler, Mrs. L. Chandler, Mrs. R. G. Conner, Mr. H. S. Dexter, Rev. and Mrs. C. E. Ekel, Mr. T. J. Fitzgerald, Mrs. M. G. Gibson, Mr. and Mrs. E. Griffiths, Mr. and Mrs. J. Jones, Mr. J. J. Kreyer, Mrs. J. Kreyer, Mr. N. J. Kreyer, Miss A. Moore, Miss Malucenda, Miss M. A. Menezes, Miss M. B. Menezes, Mr. and Mrs. S. J. McMurray, Miss L. McMurray, Miss B. M. Nicky, Mr. and Mrs. A. R. Oppenheim, Mr. and Mrs. W. L. Philips, Mr. G. H. Potts, Mr. and Mrs. R. H. Ritchie, Mr. and Mrs. John Ryden, Mr. G. E. Roberts, Mr. Chas. Ross, Mr. and Mrs. S. G. Rothwell and family, Mr. and Mrs. A. W. Ross and family, Rev. and Mrs. R. E. Rice and family, Mr. and Mrs. R. W. Spofford and family, Mrs. A. Sanborn, Mrs. F. M. Stephens, Mr. and Mrs. L. D. Sale, Mrs. G. C. Simmons, Mr. A. Stager, Mr. M. Seaman, Mr. A. L. Todd, Mr. P. X. Williams, Mr. B. H. Watson, Rev. and Mrs. R. D. Williams and family, For Honolulu—Mrs. Ida E. Bellows, Mr. W. G. Hall, Mrs. Alice T. Hall, Mr. F. J. Lindemann, For Yokohama—Miss M. Ballazat, Miss L. Bass, Mr. M. Figueroa, Mr. E. R. Gourdeau, Dr. and Mrs. G. Singian, For Kobe—Mr. F. W. Baxter, For Shanghai—Mr. and Mrs. E. Beaudry, Mr. and Mrs. C. E. Barham, Mr. E. M. Bryan, Mr. J. D. Birrell, Mr. H. Gore-Browne, Miss T. Crosby, Mr. D. R. Davies, Mr. N. David, Mr. F. J. Davis, Mr. and Mrs. A. A. de Fea, Miss Lena Glauzer, Mr. M. H. Gould, Mr. H. Girardet, Mr. C. W. Howard, Mr. Geo. T. Hennessey, Mr. J. A. Hickman, Mr. E. M. Joseph, Mr. S. M. Joseph, Mr. H. Hatten, Mr. and Mrs. E. D. Kilbourne, Mr. P. Y. Lo, Mr. and Mrs. J. Loewer, Mr. and Mrs. E. F. Mackay, Mr. J. T. Mather, Mrs. S. M. Moore, Mr. C. Mancini, Mr. and Mrs. Wm. Church Osborne, Mr. and Mrs. E. Pearce, Mr. H. Remedios, Mr. D. Robertson, Mrs. A. G. Stephens, Miss D. Stobart, Mr. J. A. P. Silva, Mr. J. J. Schriber, Mr. and Mrs. A. Schurr, Mr. L. Schipper, Mr. Wm. Sudbury, Miss A. M. Taylor, Miss J. K. Taylor, Mr. W. Turner, Mrs. F. T. Underhill, Mr. F. R. Vida, Mr. and Mrs. R. R. Womack and Miss J. A. Wilson.

## SHIPPING MOVEMENTS.

The R.M.S. **Montague** arrived at Moji on April 10th, at 7.30 a.m., left that port, at 3 p.m. the same day, and is due at Shanghai to-day, at noon.

## VESSELS EXPECTED.

**Ayemmon** (Blue Funnel), due April 13th.  
**Al Maru** (N.Y.K.), due April 13th.  
**Bertrams** (Ben Line), due about April 13th.  
**Winnon Heath**, Kerr S.S. Co. (Shewan, Tomes & Co. Agents), due April 20th.  
**Chanda** (B.I.), due April 14th.  
**Dunera** (P. & O.), due April 19th.  
**Empress of Russia**, due April 14th.  
**Haikola** (B.I.), due April 12th.  
**Kamakura Maru** (N.Y.K.), due April 14th.  
**Lycan** (Blue Funnel), due April 24th.  
**Mishima Maru** (N.Y.K.), due May 10th.  
**Tanda** (B.I.), due April 15th.  
**Totoni Maru** (N.Y.K.), due April 15th.  
**Tsuruga Maru** (N.Y.K.), due April 17th.  
**Yokohama Maru** (N.Y.K.), due April 13th.  
**Yoshino Maru** (N.Y.K.), due April 27th.

## WEATHER REPORT.

April 11th, at 11.31.—Pressure has decreased slightly still reporting stations. Moderate monsoon may be expected along the S.E. coast of China and over the N. China Sea.  
 Hongkong Rainfall for the 24 hours ending at 10 a.m., 11th inst., 0.00 inch. Total since January 1st, 11.80 inches, against an average of 7.2 inches.  
 The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Cap Rock	N.E. winds, moderate, cloudy.
Forums Channel	N.E. winds fresh.
South coast of China between Hongkong and Lamook	No. 1.
South coast of China between Lamook and Hongkong	No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 11th.

Previous Day	On Date	On Date
Day	at 5 a.m.	at 3 p.m.
Barometer	30.10	30.08
Temperature	70.10	69.00
Humidity	72	92
Wind Direction	E	ESE
Force	3	3
Weather	b	od
Rain	0.00	0.00

Highest open-air Temperature on 10th ... 71  
 Lowest open-air Temperature on 11th ... 6.

## HONGKONG TIDE TABLE.

From 12th to 18th April, 1922.

Days of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	12	h. m.	ft. in.	h. m.	ft. in.
		9 21	6 5	3 19	1 6
		10 14	6 1	3 46	0 9
Thur.	13	h. m.	ft. in.	h. m.	ft. in.
		9 54	6 7	3 53	1 9
		11 13	5 7	4 28	0 8
Fri.	14	h. m.	ft. in.	h. m.	ft. in.
		10 30	6 8	4 28	2 3
Satur.	15	h. m.	ft. in.	h. m.	ft. in.
		11 10	6 7	5 13	0 8
Sun.	16	h. m.	ft. in.	h. m.	ft. in.
		11 15	4 7	5 31	3 0
		11 53	6 5	6 53	1 4
Mon.	17	h. m.	ft. in.	h. m.	ft. in.
		0 40	4 3	6 6	3 4
		0 40	6 2	7 57	1 7
Tues.	18	h. m.	ft. in.	h. m.	ft. in.
		3 39	4 2	6 48	3 7
		1 38	5 9	9 18	2 0

**VETARZO** MEDICINE, REMEDY  
 Trial bottle either remedy 5s. including  
 chemicals or Vetarzo Remedies Co. (Gore)  
 24, N. W. & London.

**DR. LECLERC'S** REMEDY FOR  
 ITALVANCE FOR DIARRHOEA OF INFANTS  
 OMBAS, GRAVEL, RHEUMATISM, GOUT, BRUISES,  
 PILES, Scurvy, Croup, or Fever, Free of Charge.  
 OMBAS Mod. Co. Haverstock Rd., N. W. & London.



For functional troubles, delay, pain and those irregularities peculiar to the sex.  
 Prescribed by the highest French medical authority and superior to Tonic, steel Drops and Pessary.  
**CASPARATI**, 2, rue de Valenciennes, Paris.  
 Sold by all Chemists.

## ON SALE

**BOUND VOLUMES of the HONGKONG WEEKLY PRESS**, January to Jan. 1921.  
 With Index, Price \$7.50.  
 On sale at the Hongkong Daily Press.



## REDUCED FARES TO ENGLAND

## FIRST CLASS THROUGHOUT

EMPRESS OF CANADA. EMPRESS OF AUSTRALIA

EMPRESS OF RUSSIA. EMPRESS OF ASIA

CONNECTING WITH

EMPRESS OF SCOTLAND. EMPRESS OF FRANCE

\$620.50 GOLD

Lower Berth in First Class Sleeping Car across Canada \$25.60 extra.

SECOND CLASS \$412.84 GOLD

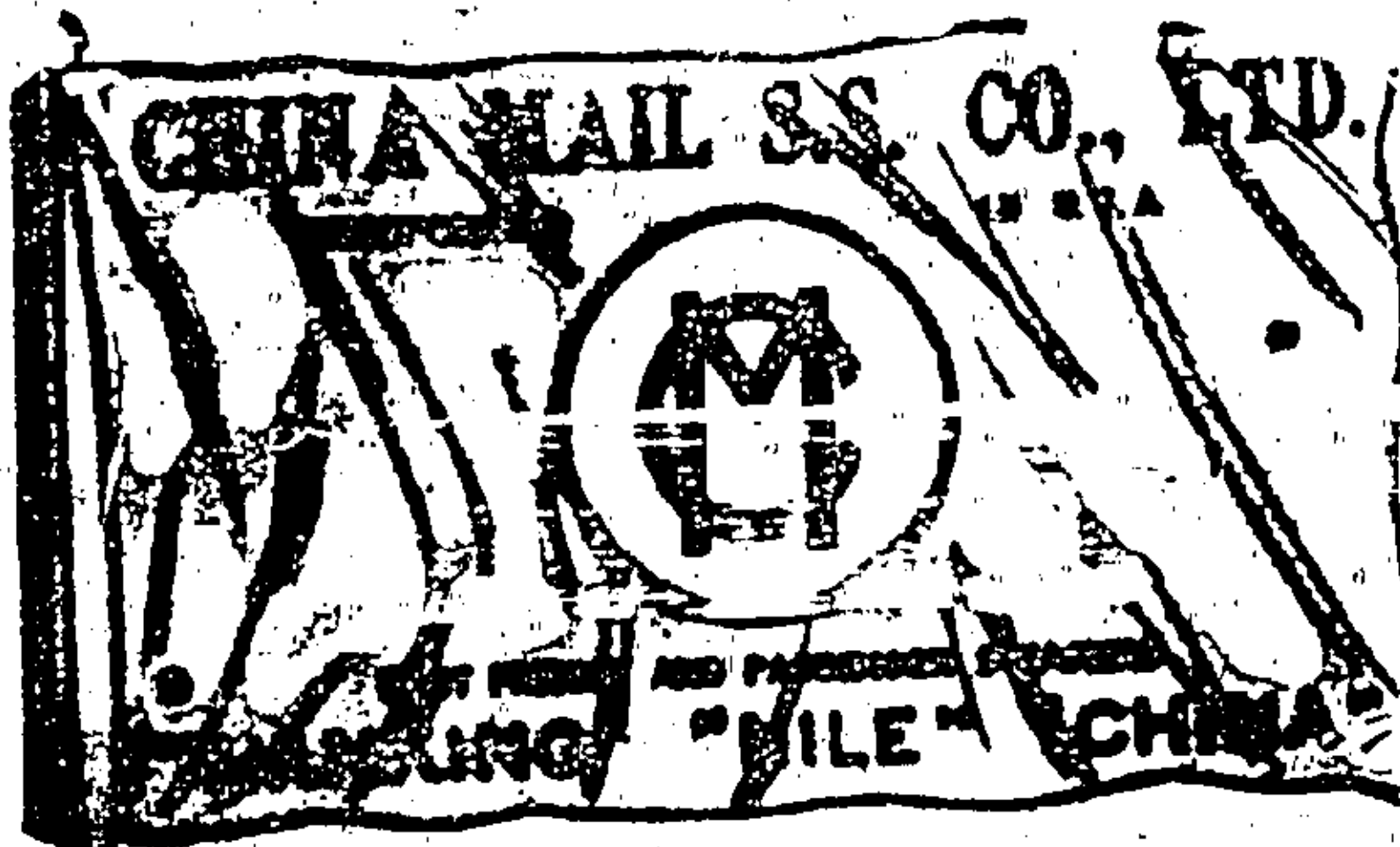
Lower Berth in Tourist Car across Canada \$12.80 extra.

THREE CANADIAN PACIFIC TRANSCONTINENTAL TRAINS DAILY.

CANADIAN PACIFIC HOTELS ALL OVER CANADA.

"CANADIAN PACIFIC THROUGHOUT"

Hongkong Office. Telephone 782. Cable Address: GACANFAC.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKIANG" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG to SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu

S.S. "NANKIANG" S.S. "CHINA" S.S. "NILE"

May 30th April 25th

at noon at noon

Java Service

HONGKONG to AMOY, May 1st.

HONGKONG to SINGAPORE and JAVA PORTS, May 9th.

S.S. "GORJISTAN"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also  
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

O. T. SERRINO, GENERAL AGENT

PRINCE'S BUILDING, 105 HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. No. 1024. TEL. FREIGHT DEPT. &amp; AGENT. No. 2181.

## DODWELL &amp; CO., LIMITED.

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

for NEW YORK &amp; BOSTON via Suez

S.S. "KENDAL CASTLE" ... sailing on or about 20th April

S.S. "WRAY CASTLE" ... sailing on or about 18th May.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "PERSIA" ... sailing on or about 27th April

S.S. "TRIESTE" ... sailing early in May.

FOR BRINDISI, VENICE &amp; TRIESTE

S.S. "PERSIA" ... sailing on or about 5th May

S.S. "TRIESTE" ... sailing end of May.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMONA" ... sailing about the end of Apr.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED,

Agents.

## N. Y. K.

SAILING SCHEDULE TO ALGERIA

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SUWA MARU (For Manila, Kobe and Yokohama) - Thursday, 13th April, at 11 a.m.

(To be transhipped at Kobe into SHIDZUOKA MARU)

FUSEIMI MARU ... Wednesday, 3rd May, at 11 a.m.

(To be transhipped at Kobe into YOKOHAMA MARU)

MARSEILLES, LONDON &amp; ANTWERP via Singapore, &amp;c.

ATSUTA MARU ... Friday, 14th April, at 11 a.m.

KASHIMA MARU ... Friday, 28th Apr., at 11 a.m.

SAMBURG, via LONDON, HULL &amp; ROTTERDAM.

DAKAR MARU ... Friday, 14th April.

LIVERPOOL via MARSEILLES.

TOYOHASHI MARU ... Second half of April

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

NIKKO MARU ... Tuesday, 18th Apr., at 11 a.m.

AKI MARU ... Tuesday, 18th May, at 11 a.m.

NEW YORK, via PANAMA.

MAYABASHI MARU ... Friday, 14th April

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES via OCEAN

KAWACHI MARU ... Beginning of June

SOMBAY via Singapore, Penang and Colombo,

JALOUTTA via Singapore, Penang &amp; Rangoon.

CEYLON MARU (For Rangoon via Singapore) ... Friday, 14th April.

NAGASAKI KOBE &amp; YOKOHAMA.

AKI MARU ... Thursday, 13th April, at 11 a.m.

HANGHAI, KOBE &amp; YOKOHAMA.

HAKODATE MARU ... Wednesday, 12th April.

YOKOHAMA MARU ... Saturday, 15th April.

For further information apply to—

NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

Telephone Nos. 252 &amp; 253.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"Dewey" ... Due Hongkong 22nd May.

"West Prospect" ... Leave Hongkong 24th May.

Due Hongkong 11th June.

Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA ONLY

"Bearport" ... Due Hongkong In Port

Leave Hongkong 15th April

TO MANILA, SAIGON, SINGAPORE, SOERABAYA,

SAMARANG AND BATAVIA.

"West Prospect" ... Due Hongkong 18th April.

Leave Hongkong 20th April.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for

JAPAN-CHINA-PHILIPPINES.

1st Floor, Powell's Building, Phone No. 3008

C. P. BRADFORD, Res. Agent

## YAMASHITA KISEN KAISHA.

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT &amp; PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG &amp; HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hobeu &amp; Pakhoi

S.S. "TAKWA MARU" ... on or about 13th April.

FOR KEELUNG via Swatow &amp; Amoy

S.S. "HOZUI MARU" ... on or about 13th April.

For further particulars, please apply to—

S. MITARAI, Agent.

Branch Office, No. 37, Bonham Street, West

Tel. No. 155.

Top Floor, King's Building, Tel. No. 140.

## THOS. COOK &amp; SON.

RAILWAY STEAMSHIP FREIGHT

INSURANCE BANKERS. AGENTS

Tickets issued, Letters of Credit &amp; Circular Notes Issued and Cashed.

"FAB EASTERN TRAVELLERS GAZETTE"

free on application.

143 OFFICES THROUGHOUT THE WORLD 143

HONGKONG, SHANGHAI, TIENTSIN, PEKING &amp; YOKOHAMA

Chief Office—LUDGATE CIRCUS, LONDON E.C.4.

Local Address—Hongkong Hotel Building, HONGKONG.

Telegraphic address: "COUPON." Telephone No. 524-5.

OBERHAMMERGAU PASSION PLAY

In order that the Public may be supplied with reliable information concerning

accommodation in the village, with seats in the theatre, the Committee have appointed

THOS. COOK &amp; SON Official Agents for the Play, to whom all enquiries should

be addressed.



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipments at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents.

## ELLERMAN LINE

ELLERMAN & BUCKNALL, S.S. CO. LTD.  
FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

S.S. "CITY OF CALCUTTA" ... 5th May ... Marseilles, London, Dunkirk and Antwerp.

Subject to change without notice.  
For particulars of freight and passage rates apply to—

or REISS &amp; CO., CANTON

THE BANK LINE, LTD.  
General Agents.

## NEW YORK DIRECT

Joint Service of the

## "BLUE FUNNEL" LINE

JOHN S.S. CO. LTD. and CHINA MUTUAL S.S. CO. LTD.

AND  
AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong

To Boston and New York.  
S.S. "CITY OF MELBOURNE" ... 20th April.  
S.S. "KABOO" ... 5th May.  
S.S. "CITY OF JESERIG" ... 11th May.Passengers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.For freight particulars apply to—  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG  
GONGKONG AND CANTON. REISS & CO., CANTON.

## MESSAGERIES MARITIMES

## SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT  
DESTINATIONS. STEAMERS & DEPARTURES. SAILING DATES.SHANGHAI, KORE & "PORTHOS" 20,000 ... On or about 14th April.  
YOKOHAMA ... "ANGKOR" 15,000 ... On or about 28th April.  
"ANGERS" 15,000 ... On or about 12th May.  
MARSEILLES via HAI-PHONG, SAIGON, SINGAPORE, PENANG, "CORDILLERE" 11,000 ... On or about 17th April.  
AND "AMAZONE" 11,000 ... On or about 2nd May.  
"PORTHOS" 20,000 ... On or about 14th May.  
SHANGHAI & NORTH-CHINA PORTS OF CHINA.

## COMMERCIAL LINE

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)  
For further particulars, etc. apply to  
CONSIGNMENT—TRANSIT—REPRESENTATION.  
A. JORARD, Acting Agent, Queen's Building, Telephone 740.

## DOUGLAS STEAMSHIP CO., LTD

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Ocean Steamships serving good accommodation for First-Class Passengers, Electric Lights and Fans in all cabins, staterooms and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW  
AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. J. B. Thomson ... Wednesday, 12th April, at 1 p.m.  
HALLOONG ... Capt. W. J. Gill ... Tuesday, 16th April, at 1 p.m.

Active and Departures from the Company's Wharf (near Black Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.  
General Managers.

## P. &amp; O. British India

Apcar and  
Eastern & Australian  
Lines

(COMPANIES Incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BORNEO, Ceylon, India, Persian Gulf, West Indies, Mauritius, East &amp; South Africa, AUSTRALASIA, INCLUDING NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"NOVARA"	6,900	12th Apr.	Singapore, Penang, Colombo, Aden, Port Said, Marseilles, London.
"KALIAN"	3,967	26th Apr.	Marseilles, London & Antwerp.
"DUNERA"	5,400	3rd May	Singapore, Colombo & Bombay.
"PLASSY"	7,948	10th May	Marseilles, London & Antwerp.
"DONGOLA"	5,000	24th May	do.
"SICILIA"	6,700	31st June	Singapore, Colombo, Bombay, Marseilles, London & Antwerp.
"KIVOT"	9,000	7th June	do.
"DELTA"	8,100	21st June	Singapore, Colombo & Bombay.
"SOUTDA"	7,000	1st July	Marseilles, London & Antwerp.
"KASHMIR"	9,000	5th July	do.
"KARMALA"	9,000	19th July	do.
"KASHGAR"	9,000	2nd Aug.	do.

## BRITISH INDIA - APOAR SAILINGS

"EURYALUS"	3,570	14th Apr.	Singapore
------------	-------	-----------	-----------

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	13th April calls Sandakan	Manila, Sandakan, Cairns, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
-----------	-------	---------------------------	--

## SAILINGS TO SHANGHAI &amp; JAPAN

"COLABA"	6,019	13th Apr.	Amoy only
"JANUS"	5,000	13th Apr. D.L.	Kobe via Shanghai & Amoy
"PLASSY"	7,400	12th Apr. D.L.	Shanghai, Moji, Kobe & Yokohama

\* Passengers for Bangkok must carry their own Hotel expenses at Singapore while awaiting the carrying steamer.  
All dates are approximate and subject to alteration without notice.

† Cargo only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by R.M.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Ticket Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.  
Parcels Measuring not more than 6 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO., Agents.

22, Des Voeux Road Central, HONGKONG

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Monthly direct service via Singapore and Penang.

ALPINE MARU ... 16th April.  
BURNES AIRS—RIO DE JANEIRO, SANTO, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.  
"SEATTLE MARU" ... 9th May.BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.  
"HONOLULU MARU" ... 18th April.DELI & BANGKOK via SAIGON & SINGAPORE.  
"BUSHO MARU" ... 1st May.CALCUTTA—Fortnightly service via Singapore, Penang & Bangkok.  
"JAYA MARU" ... 19th April.VICTORIA, VANCOUVER, SEATTLE & TAOOMA—Via and Delors—Takes calls at OVERLAND PORTS U.S.A. & CANADA.  
"ARABIA MARU" (Cargoes Passengers) ... 8th April.NEW YORK via PANAMA—Regular monthly service via Japan Port, San Francisco, Panama, and Colon Ports.  
"AMUR MARU" ... 1st May.

NEW ORLEANS LINE via GUIN.

JAPAN PORTS—Kobe & Yokohama via Shanghai.  
"LONDON MARU" ... 20th April.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

TARAO via SWATOW & AMOY ... 20th April.  
"BOSCHU MARU" ...  
Tel. No. 1000. Y. YABUDA, Manager.

## PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston, and/or New York by fast freight steamers.

For BOSTON  
and  
NEW YORKS.S. "GALIC PRINCE" ... 21st April.  
For freight and full particulars apply to—  
FURNESS (FAR EAST) LIMITED  
(Incorporated in Great Britain)  
St. George's Building.Telephone 2145  
Telegrams "Furness"C. N. C.  
CHINA NAVIGATION CO., LTD.

For	Steamer	To Sail
SHANGHAI & PUKOW...	"KANCHOW"	On 15th Apr. noon.
SHANGHAI	"LIANGCHOW"	On 15th Apr. noon.
AMOY & SHANGHAI	"LUCHOW"	On 15th Apr. noon.
SHANGHAI	"SUIYANG"	On 15th Apr. noon.
SWATOW & SINGAPORE	"KIUNGCHOW"	On 15th Apr. noon.
SWATOW, AMOY & SINGAPORE	"KWEIYANG"	On 15th Apr. 4 p.m.
AMOY, MANILA, CEBU & ILOILO	"CHINHUA"	On 15th Apr. noon.
SHANGHAI & TSINGTAO	"SOOCHOW"	On 20th Apr. noon.
PAKHAI & HAIPHONG	"KAIFONG"	On 24th Apr. 11 a.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation, electric fans in Saloon and state-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Ningbo (weekly), taking cargo on through bills of lading to all ports and Southern China Ports. Passengers are landed in Shanghai, applying to the Consulate of the Government at Shanghai.

HANGKOW LINE—Weekly service to and from Hangkew via Swatow. CARGO & PASSENGER CARRIERS AT THE OFFICE OF BUTTERFIELD & SWIRE (Canton & Hong Kong). For Freight or Passage apply to—  
BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.) Agents.

Telephone 28.

T. K. K.  
TOYO KISEN KAISHAHONGKONG TO SAN FRANCISCO  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Steamer	Tonnage	Leave Hongkong	Leave Yokohama
"KURE MARU"	10,000	May 1st	Apr. 24th
"KURE MARU"	10,000	May 7th	May 1st
"KURE MARU"	10,000	May 13th	May 7th
"KURE MARU"	10,000	May 19th	May 13th

† Calling at Cebu. † Calling at Keelung.

SOUTH AMERICAN LINE  
HONGKONG TO VALPARAISOVIA MANILA, JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.  
THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamer	Tonnage	Leave Hongkong	Leave Yokohama
"SEIYOMARU"	14,000	May 13th	May 1st
"RAKUYO MARU"	14,000	May 24th	May 13th

For full information regarding passenger, freight and sailing, apply to—  
Y. TSUTSUMI, Manager.

King's Building. Tel. No. 274 &amp; 281.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

## PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD  
EMERGENCY FLEET CORPORATION.

## TRANS-PACIFIC SERVICE

Freight and Passengers.  
Fast to European Ports. USG 20000 First Class throughout.

A MERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

S.S. "GOLDEN STATE" ... Leave Hongkong ... Arrives San Francisco

S.S. "EMPIRE STATE" ... May 2nd ... May 25th.

S.S. "EMPIRE STATE" ... May 10th ... June 18th.

## HONGKONG-CALCUTTA SERVICE

Freight only.

CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

S.S. "LAKE FIELDING" ... April 16th.

## MANILA-HONOLULU-SAN FRANCISCO

Service

Freight and Passengers

Sails from Manila

S.S. "CREOLE STATE" ... May 25th ... June 15th.

S.S. "WOLVERINE STATE" ... June 2nd ... July 13th.

S.S. "CREOLE STATE" ... July 20th ... Aug. 10th.

S.S. "WOLVERINE STATE" ... Aug. 18th ... Sep. 8th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Cable Address: "SOLANO." Union Building, Hongkong.

Agents at Canton: REISS &amp; Co.

Telephone 141.

Agents at Canton: REISS &amp; Co.

[25]

## TAMPA INTER-OCEAN S.S. CO.

MANAGING AGENTS U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

Freight Only—Monthly sailings

HONGKONG, MANILA, HONOLULU, GALVESTON, NEW ORLEANS,

MOBILE, HAVANA, MATANZAS, BALTIMORE, NORFOLK,

PHILADELPHIA, NEW YORK, BOSTON.

"WEST IRA" ... May 5th.

For full information regarding rates, space, etc., apply to—

Agents: PACIFIC MAIL S.S. CO., Union Building,

Cable Address: "SOLANO." Hongkong.

Telephone 141.

Agents at Canton: REISS &amp; Co.

[26]

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer

Sailings from Hongkong

CHANGSHA ... May 8th.

May 12th.

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand &amp; Towns.

For freight and passage apply to—  
BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.) Agents.

Telephone 28.

Messrs. BUTTERFIELD & SWIRE  
(JOHN SWIRE & SONS, LTD.) Agents.



## POST OFFICE NOTICE

## INWARD MAILS.

FROM	PER	DATE
AUSTRALIA & MANILA	Abi Maru	13th inst.
SHANGHAI	Yingchow	13th inst.
SHANGHAI	Hanan	13th inst.
SHANGHAI	Kamakura Maru	14th inst.
SHANGHAI	Tokoro Maru	15th inst.
SHANGHAI	Yokohama Maru	16th inst.
SHANGHAI	Tsuruga Maru	17th inst.

## OUTWARD MAILS.

FOR	PER	DATE
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Marseilles	Novara	Wednesday, 13th, Registration... 8.45 A.M. Letters... 9.30 A.M.
Philippine Is., Sandakan, Australia and New Zealand, via Thursday Island	Arafura	Wednesday, 13th, Registration... 8.45 A.M. Letters... 10.30 A.M.
Amoy	Uolaba	Wednesday, 13th, 10.00 A.M.
Shanghai and N. China	Kanchow	Wednesday, 13th, 10.00 A.M.
Sandakan	Kauwang	Wednesday, 13th, 10.00 A.M.
Swatow, Amoy and Fookchow	Kauwang	Wednesday, 13th, noon
Amoy, Shanghai, N. China & Japan	Janus	Wednesday, 13th, 5.00 P.M.
Shanghai & North China	Lianchow	Thursday, 13th, 11.00 A.M.
Shanghai	Halba	Thursday, 13th, 2.00 P.M.
Straits, Bangkok, Calcutta and Aden	Lake Fielding	Thursday, 13th, 4.00 P.M.
Japan	Ati Maru	Thursday, 13th, 4.00 P.M.
Haitong and Haiphong	Takung	Thursday, 13th, 5.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Marseilles	Atsuta Maru	Thursday, 13th, Registration... 5.00 P.M. Letters... 5.00 P.M.
Quinhon and Tourane	Ralph Moller	Thursday, 13th, 5.00 P.M.
Shanghai and North China	Suiyang	Friday, 14th, 9.00 A.M.
Philippine Islands	Longgang	Friday, 14th, 9.00 A.M.
Swatow, Amoy, Fookchow, Bangkok, Amoy, Shanghai, & N. China	Kauwang	Friday, 14th, 9.00 A.M.
Tientsin	Uoongang	Saturday, 15th, 9.00 A.M.
Shanghai and North China	Hopang	Saturday, 15th, 9.00 A.M.
Swatow and Amoy	Kuanyang	Saturday, 15th, 9.00 A.M.
Swatow, Amoy & Bangkok	Kuanyang	Saturday, 15th, 9.00 A.M.
Swatow and Bangkok	Leewang	Tuesday, 18th, noon
Swatow, Amoy and Fookchow	Haikang	Tuesday, 18th, noon
Amoy, and Philippine Islands	Chinba	Tuesday, 18th, 3.00 P.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE (DIRECT)

"EURYMACHUS" 12th APR. London.  
 "RHESUS" 18th APR. London, Rotterdam & Hamburg.  
 "TEIRE-IAS" 25th APR. London, Amsterdam & Antwerp.  
 "LAOMEDON" 9th MAY. London, Amsterdam & Antwerp.

## LIVERPOOL SERVICE (DIRECT OR VIA CONTINENTAL PORTS)

"PELEUS" 12th APR. Marseilles Havre & Liverpool.  
 "ANTIOCHUS" 17th APR. Genoa, Marseilles & Liverpool.  
 "ANCHISES" 20th APR. Marseilles & Liverpool.

## PACIFIC SERVICE (VIA KORE AND YOKOHAMA)

"PROTESILAUS" 2ND MAY. Victoria, Seattle & Vancouver.  
 "IXION" 30th MAY.

## NEW YORK SERVICE (VIA SUZUKI OR PANAMA)

"KNIGHT TEMPLAR" 12th APR. via Suez Canal

## PASSENGER SERVICE

"ANCHISES" 20th APR. for Singapore Marseilles & Liverpool  
 "TEIRE-IAS" 25th APR. for Singapore & London.  
 "PYRRHUS" 18th JULY for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), AGENTS.

## ASIA BANKING CORPORATION

(AN AMERICAN BANK FOR TRADE WITH THE FAR EAST.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank.  
 Complete banking facilities incident to foreign trade.  
 Travelers Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for sale and encashment with us.

HEAD OFFICE: NEW YORK  
 BRANCH: SAN FRANCISCO  
 Head Office for the Orient: SHANGHAI

CANTON HANKOW PEKING TIENTSIN MANILA SINGAPORE  
 D. M. BIGGAR, Manager.

## DAIRY FARM NEWS

## STORAGE OF FURS, CARPETS AND WINTER CLOTHES.

As a protection against Moths and humidity, you cannot do better than store your Winter Clothes Furs and Carpets in our Cold Stores.

Packages can be insured with us against Fire and Theft.

For particulars apply to the Secretary,  
 THE DAIRY FARM, ICE & COLD STORAGE CO., LTD

## THE CHINA SPECIE BANK, LTD.

HEAD OFFICE: St. George's Building, HONGKONG.  
 Chairman of Board of Directors: Mr. WONG SHU HAM

Chief Manager... Mr. L. S. HOLMES  
 Asst. Manager... Mr. K. T. WONG  
 Hongkong Manager Mr. L. P. ALLEN

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent, 4 per cent, and 6 per cent, per annum, respectively.  
 L. S. HOLMES  
 Hongkong, October 2nd, 1930.

## COMMERCIAL

## OPENING QUOTATIONS.

11th April, 1932  
 ON LONDON.—  
 Telegraphic Transfer ... 2/3 1/2  
 Bank Bill, on demand ... 2/8 1/2  
 Bank Bill, at 30 days sight ... 2/8 1/2  
 Bank Bill, at 60 days sight ... 2/8 1/2  
 Bank Bill, at 90 days sight ... 2/8 1/2  
 Bank Bill, at 120 days sight ... 2/8 1/2  
 Bank Bill, at 150 days sight ... 2/8 1/2  
 Bank Bill, at 180 days sight ... 2/8 1/2  
 Bank Bill, at 210 days sight ... 2/8 1/2  
 Bank Bill, at 240 days sight ... 2/8 1/2  
 Bank Bill, at 270 days sight ... 2/8 1/2  
 Bank Bill, at 300 days sight ... 2/8 1/2  
 Bank Bill, at 330 days sight ... 2/8 1/2  
 Bank Bill, at 360 days sight ... 2/8 1/2  
 Bank Bill, at 390 days sight ... 2/8 1/2  
 Bank Bill, at 420 days sight ... 2/8 1/2  
 Bank Bill, at 450 days sight ... 2/8 1/2  
 Bank Bill, at 480 days sight ... 2/8 1/2  
 Bank Bill, at 510 days sight ... 2/8 1/2  
 Bank Bill, at 540 days sight ... 2/8 1/2  
 Bank Bill, at 570 days sight ... 2/8 1/2  
 Bank Bill, at 600 days sight ... 2/8 1/2  
 Bank Bill, at 630 days sight ... 2/8 1/2  
 Bank Bill, at 660 days sight ... 2/8 1/2  
 Bank Bill, at 690 days sight ... 2/8 1/2  
 Bank Bill, at 720 days sight ... 2/8 1/2  
 Bank Bill, at 750 days sight ... 2/8 1/2  
 Bank Bill, at 780 days sight ... 2/8 1/2  
 Bank Bill, at 810 days sight ... 2/8 1/2  
 Bank Bill, at 840 days sight ... 2/8 1/2  
 Bank Bill, at 870 days sight ... 2/8 1/2  
 Bank Bill, at 900 days sight ... 2/8 1/2  
 Bank Bill, at 930 days sight ... 2/8 1/2  
 Bank Bill, at 960 days sight ... 2/8 1/2  
 Bank Bill, at 990 days sight ... 2/8 1/2  
 Bank Bill, at 1020 days sight ... 2/8 1/2  
 Bank Bill, at 1050 days sight ... 2/8 1/2  
 Bank Bill, at 1080 days sight ... 2/8 1/2  
 Bank Bill, at 1110 days sight ... 2/8 1/2  
 Bank Bill, at 1140 days sight ... 2/8 1/2  
 Bank Bill, at 1170 days sight ... 2/8 1/2  
 Bank Bill, at 1200 days sight ... 2/8 1/2  
 Bank Bill, at 1230 days sight ... 2/8 1/2  
 Bank Bill, at 1260 days sight ... 2/8 1/2  
 Bank Bill, at 1290 days sight ... 2/8 1/2  
 Bank Bill, at 1320 days sight ... 2/8 1/2  
 Bank Bill, at 1350 days sight ... 2/8 1/2  
 Bank Bill, at 1380 days sight ... 2/8 1/2  
 Bank Bill, at 1410 days sight ... 2/8 1/2  
 Bank Bill, at 1440 days sight ... 2/8 1/2  
 Bank Bill, at 1470 days sight ... 2/8 1/2  
 Bank Bill, at 1500 days sight ... 2/8 1/2  
 Bank Bill, at 1530 days sight ... 2/8 1/2  
 Bank Bill, at 1560 days sight ... 2/8 1/2  
 Bank Bill, at 1590 days sight ... 2/8 1/2  
 Bank Bill, at 1620 days sight ... 2/8 1/2  
 Bank Bill, at 1650 days sight ... 2/8 1/2  
 Bank Bill, at 1680 days sight ... 2/8 1/2  
 Bank Bill, at 1710 days sight ... 2/8 1/2  
 Bank Bill, at 1740 days sight ... 2/8 1/2  
 Bank Bill, at 1770 days sight ... 2/8 1/2  
 Bank Bill, at 1800 days sight ... 2/8 1/2  
 Bank Bill, at 1830 days sight ... 2/8 1/2  
 Bank Bill, at 1860 days sight ... 2/8 1/2  
 Bank Bill, at 1890 days sight ... 2/8 1/2  
 Bank Bill, at 1920 days sight ... 2/8 1/2  
 Bank Bill, at 1950 days sight ... 2/8 1/2  
 Bank Bill, at 1980 days sight ... 2/8 1/2  
 Bank Bill, at 2010 days sight ... 2/8 1/2  
 Bank Bill, at 2040 days sight ... 2/8 1/2  
 Bank Bill, at 2070 days sight ... 2/8 1/2  
 Bank Bill, at 2100 days sight ... 2/8 1/2  
 Bank Bill, at 2130 days sight ... 2/8 1/2  
 Bank Bill, at 2160 days sight ... 2/8 1/2  
 Bank Bill, at 2190 days sight ... 2/8 1/2  
 Bank Bill, at 2220 days sight ... 2/8 1/2  
 Bank Bill, at 2250 days sight ... 2/8 1/2  
 Bank Bill, at 2280 days sight ... 2/8 1/2  
 Bank Bill, at 2310 days sight ... 2/8 1/2  
 Bank Bill, at 2340 days sight ... 2/8 1/2  
 Bank Bill, at 2370 days sight ... 2/8 1/2  
 Bank Bill, at 2400 days sight ... 2/8 1/2  
 Bank Bill, at 2430 days sight ... 2/8 1/2  
 Bank Bill, at 2460 days sight ... 2/8 1/2  
 Bank Bill, at 2490 days sight ... 2/8 1/2  
 Bank Bill, at 2520 days sight ... 2/8 1/2  
 Bank Bill, at 2550 days sight ... 2/8 1/2  
 Bank Bill, at 2580 days sight ... 2/8 1/2  
 Bank Bill, at 2610 days sight ... 2/8 1/2  
 Bank Bill, at 2640 days sight ... 2/8 1/2  
 Bank Bill, at 2670 days sight ... 2/8 1/2  
 Bank Bill, at 2700 days sight ... 2/8 1/2  
 Bank Bill, at 2730 days sight ... 2/8 1/2  
 Bank Bill, at 2760 days sight ... 2/8 1/2  
 Bank Bill, at 2790 days sight ... 2/8 1/2  
 Bank Bill, at 2820 days sight ... 2/8 1/2  
 Bank Bill, at 2850 days sight ... 2/8 1/2  
 Bank Bill, at 2880 days sight ... 2/8 1/2  
 Bank Bill, at 2910 days sight ... 2/8 1/2  
 Bank Bill, at 2940 days sight ... 2/8 1/2  
 Bank Bill, at 2970 days sight ... 2/8 1/2  
 Bank Bill, at 3000 days sight ... 2/8 1/2  
 Bank Bill, at 3030 days sight ... 2/8 1/2  
 Bank Bill, at 3060 days sight ... 2/8 1/2  
 Bank Bill, at 3090 days sight ... 2/8 1/2  
 Bank Bill, at 3120 days sight ... 2/8 1/2  
 Bank Bill, at 3150 days sight ... 2/8 1/2  
 Bank Bill, at 3180 days sight ... 2/8 1/2  
 Bank Bill, at 3210 days sight ... 2/8 1/2  
 Bank Bill, at 3240 days sight ... 2/8 1/2  
 Bank Bill, at 3270 days sight ... 2/8 1/2  
 Bank Bill, at 3300 days sight ... 2/8 1/2  
 Bank Bill, at 3330 days sight ... 2/8 1/2  
 Bank Bill, at 3360 days sight ... 2/8 1/2  
 Bank Bill, at 3390 days sight ... 2/8 1/2  
 Bank Bill, at 3420 days sight ... 2/8 1/2  
 Bank Bill, at 3450 days sight ... 2/8 1/2  
 Bank Bill, at 3480 days sight ... 2/8 1/2  
 Bank Bill, at 3510 days sight ... 2/8 1/2  
 Bank Bill, at 3540 days sight ... 2/8 1/2  
 Bank Bill, at 3570 days sight ... 2/8 1/2  
 Bank Bill, at 3600 days sight ... 2/8 1/2  
 Bank Bill, at 3630 days sight ... 2/8 1/2  
 Bank Bill, at 3660 days sight ... 2/8 1/2  
 Bank Bill, at 3690 days sight ... 2/8 1/2  
 Bank Bill, at 3720 days sight ... 2/8 1/2  
 Bank Bill, at 3750 days sight ... 2/8 1/2  
 Bank Bill, at 3780 days sight ... 2/8 1/2  
 Bank Bill, at 3810 days sight ... 2/8 1/2  
 Bank Bill, at 3840 days sight ... 2/8 1/2  
 Bank Bill, at 3870 days sight ... 2/8 1/2  
 Bank Bill, at 3900 days sight ... 2/8 1/2  
 Bank Bill, at 3930 days sight ... 2/8 1/2  
 Bank Bill, at 3960 days sight ... 2/8 1/2  
 Bank Bill, at 3990 days sight ... 2/8 1/2  
 Bank Bill, at 4020 days sight ... 2/8 1/2  
 Bank Bill, at 4050 days sight ... 2/8 1/2  
 Bank Bill, at 4080 days sight ... 2/8 1/2  
 Bank Bill, at 4110 days sight ... 2/8 1/2  
 Bank Bill, at 4140 days sight ... 2/8 1/2  
 Bank Bill, at 4170 days sight ... 2/8 1/2  
 Bank Bill, at 4200 days sight ... 2/8 1/2  
 Bank Bill, at 4230 days sight ... 2/8 1/2  
 Bank Bill, at 4260 days sight ... 2/8 1/2  
 Bank Bill, at 4290 days sight ... 2/8 1/2  
 Bank Bill, at 4320 days sight ... 2/8 1/2  
 Bank Bill, at 4350 days sight ... 2/8 1/2  
 Bank Bill, at 4380 days sight ... 2/8 1/2  
 Bank Bill, at 4410 days sight ... 2/8 1/2  
 Bank Bill, at 4440 days sight ... 2/8 1/2  
 Bank Bill, at 4470 days sight ... 2/8 1/2  
 Bank Bill, at 4500 days sight ... 2/8 1/2  
 Bank Bill, at 4530 days sight ... 2/8 1/2  
 Bank Bill, at 4560 days sight ... 2/8 1/2  
 Bank Bill, at 4590 days sight ... 2/8 1/2  
 Bank Bill, at 4620 days sight ... 2/8 1/2  
 Bank Bill, at 4650 days sight ... 2/8 1/2  
 Bank Bill, at 4680 days sight ... 2/8 1/2  
 Bank Bill, at 4710 days sight ... 2/8 1/2  
 Bank Bill, at 4740 days sight ... 2/8 1/2  
 Bank Bill, at 4770 days sight ... 2/8 1/2  
 Bank Bill, at 4800 days sight ... 2/8 1/2  
 Bank Bill, at 4830 days sight ... 2/8 1/2  
 Bank Bill, at 4860 days sight ... 2/8 1/2  
 Bank Bill, at 4890 days sight ... 2/8 1/2  
 Bank Bill, at 4920 days sight ... 2/8 1/2  
 Bank Bill, at 4950 days sight ... 2/8 1/2  
 Bank Bill, at 4980 days sight ... 2/8 1/2  
 Bank Bill, at 5010 days sight ... 2/8 1/2  
 Bank Bill, at 5040 days sight ... 2/8 1/2  
 Bank Bill, at 5070 days sight ... 2/8 1/2  
 Bank Bill, at 5100 days sight ... 2/8 1/2  
 Bank Bill, at 5130 days sight ... 2/8 1/2  
 Bank Bill, at 5160 days sight ... 2/8 1/2  
 Bank Bill, at 5190 days sight ... 2/8 1/2  
 Bank Bill, at 5220 days sight ... 2/8 1/2  
 Bank Bill, at 5250 days sight ... 2/8 1/2  
 Bank Bill, at 5280 days sight ... 2/8 1/2  
 Bank Bill, at 5310 days sight ... 2/8 1/2  
 Bank Bill, at 5340 days sight ... 2/8 1/2  
 Bank Bill, at 5370 days sight ... 2/8 1/2  
 Bank Bill, at 5400 days sight ... 2/8 1/2  
 Bank Bill, at 5430 days sight ... 2/8 1/2  
 Bank Bill, at 5460 days sight ... 2/8 1/2  
 Bank Bill, at 5490 days sight ... 2/8 1/2  
 Bank Bill, at 5520 days sight ... 2/8 1/2  
 Bank Bill, at 5550 days sight ... 2/8 1/2  
 Bank Bill, at 5580 days sight ... 2/8 1/2  
 Bank Bill, at 5610 days sight ... 2/8 1/2  
 Bank Bill, at 5640 days sight ... 2/8 1/2  
 Bank Bill, at 5670 days sight ... 2/8 1/2  
 Bank Bill, at 5700 days sight ... 2/8 1/2  
 Bank Bill, at 5730 days sight ... 2/8 1/2  
 Bank Bill, at 5760 days sight ... 2/8 1/2  
 Bank Bill, at 5790 days sight ... 2/8 1/2  
 Bank Bill, at 5820 days sight ... 2/8 1/2  
 Bank Bill, at 5850 days sight ... 2/8 1/2  
 Bank Bill, at 5880 days sight ... 2/8 1/2  
 Bank Bill, at 5910 days sight ... 2/8 1/2  
 Bank Bill, at 5940 days sight ... 2/8 1/2  
 Bank Bill, at 5970 days sight ... 2/8 1/2  
 Bank Bill, at 6000 days sight ... 2/8 1/2  
 Bank Bill, at 6030 days sight ... 2/8 1/2  
 Bank Bill, at 6060 days sight ... 2/8 1/2  
 Bank Bill, at 6090 days sight ... 2/8 1/2  
 Bank Bill, at 6120 days sight ... 2/8 1/2  
 Bank Bill, at 6150 days sight ... 2/8 1/2  
 Bank Bill, at 6180 days sight ... 2/8 1/2  
 Bank Bill, at 6210 days sight ... 2/8 1/2  
 Bank Bill, at 6240 days sight ... 2/8 1/2  
 Bank Bill, at 6270 days sight ... 2/8 1/2  
 Bank Bill, at 6300 days sight ... 2/8 1/2  
 Bank Bill, at 6330 days sight ... 2/8 1/2  
 Bank Bill, at 6360 days sight ... 2/8 1/2  
 Bank Bill, at 6390 days sight ... 2/8 1/2  
 Bank Bill, at 6420 days sight ... 2/8 1/2  
 Bank Bill, at 6450 days sight ... 2/8 1/2  
 Bank Bill, at 6480 days sight ... 2/8 1/2  
 Bank Bill, at 6510 days sight ... 2/8 1/2  
 Bank Bill, at 6540 days sight ... 2/8 1/2  
 Bank Bill, at 6570 days sight ... 2/8 1/2  
 Bank Bill, at 6600 days sight ... 2/8 1/2  
 Bank Bill, at 6630 days sight ... 2/8 1/2  
 Bank Bill, at 6660 days sight ... 2/8 1/2  
 Bank Bill, at 6690 days sight ... 2/8 1/2  
 Bank Bill, at 6720 days sight ... 2/8 1/2  
 Bank Bill, at 6750 days sight ... 2/8 1/2  
 Bank Bill, at 6780 days sight ... 2/8 1/2  
 Bank Bill, at 6810 days sight ... 2/8 1/2  
 Bank Bill, at 6840 days sight ... 2/8 1/2  
 Bank Bill, at 6870 days sight ... 2/8 1/2  
 Bank Bill, at 6900 days sight ... 2/8 1/2  
 Bank Bill, at 6930 days sight ... 2/8 1/2  
 Bank Bill, at 6960 days sight ... 2/8 1/2  
 Bank Bill, at 6990 days sight ... 2/8 1/2  
 Bank Bill, at 7020 days sight ... 2/8 1/2  
 Bank Bill, at 7050 days sight ... 2/8 1/2  
 Bank Bill, at 7080 days sight ... 2/8 1/2  
 Bank Bill, at 7110 days sight ... 2/8 1/2  
 Bank Bill, at 7140 days sight ... 2/8 1/2  
 Bank Bill, at 7170 days sight ... 2/8 1/2  
 Bank Bill, at 7200 days sight ... 2/8 1/2  
 Bank Bill, at 7230 days sight ... 2/8 1/2  
 Bank Bill, at 7260 days sight ... 2/8 1/2  
 Bank Bill, at 7290 days sight ... 2/8 1/2  
 Bank Bill, at 7320 days sight ... 2/8 1/2  
 Bank Bill, at 7350 days sight ... 2/8 1/2  
 Bank Bill, at 7380 days sight ... 2/8 1/2  
 Bank Bill, at 7410 days sight ... 2/8 1/2  
 Bank Bill, at 7440 days sight ... 2/8 1/2  
 Bank Bill, at 7470 days sight ... 2/8 1/2  
 Bank Bill, at 7500 days sight ... 2/8 1/2  
 Bank Bill, at 7530 days sight ... 2/8 1/2  
 Bank Bill, at 7560 days sight ... 2/8 1/2  
 Bank Bill, at 7590 days sight ... 2/8 1/2  
 Bank Bill, at 7620 days sight ... 2/8 1/2  
 Bank Bill, at 7650 days sight ... 2/8 1/2  
 Bank Bill, at 7680 days sight ... 2/8 1/2  
 Bank Bill, at 7710 days sight ... 2/8 1/2  
 Bank Bill, at 7740 days sight ... 2/8 1/2  
 Bank Bill, at 7770 days sight ... 2/8 1/2  
 Bank Bill, at 7800 days sight ... 2/8 1/2  
 Bank Bill, at 7830 days sight ... 2/8 1/2  
 Bank Bill, at 7860 days sight ... 2/8 1/2  
 Bank Bill, at 7890 days sight ... 2/8 1/2  
 Bank Bill, at 7920 days sight ... 2/8 1/2  
 Bank Bill, at 7950 days sight ... 2/8 1/2  
 Bank Bill, at 7980 days sight ... 2/8 1/2  
 Bank Bill, at 8010 days sight ... 2/8 1/2  
 Bank Bill, at 8040 days sight ... 2/8 1/2  
 Bank Bill, at 8070 days sight ... 2/8 1/2  
 Bank Bill, at 8100 days sight ... 2/8 1/2  
 Bank Bill, at 8130 days sight ... 2/8 1/2  
 Bank Bill, at 8160 days sight ... 2/8 1/2  
 Bank Bill, at 8190 days sight ... 2/8 1/2  
 Bank Bill, at 8220 days sight ... 2/8 1/2  
 Bank Bill, at 8250 days sight ... 2/8 1/2  
 Bank Bill, at 8280 days sight ... 2/8 1/2  
 Bank Bill, at 8310 days sight ... 2/8 1/2  
 Bank Bill, at 8340 days sight ... 2/8 1/2  
 Bank Bill, at 8370 days sight ... 2/8 1/2  
 Bank Bill, at 8400 days sight ... 2/8 1/2  
 Bank Bill, at 8430 days sight ... 2/8 1/2  
 Bank Bill, at 8460 days sight ... 2/8 1/2  
 Bank Bill, at 8490 days sight ... 2/8 1/2  
 Bank Bill, at 8520 days sight ... 2/8 1/2  
 Bank Bill, at 8550 days sight ... 2/8 1/2  
 Bank Bill, at 8580 days sight ... 2/8 1/2  
 Bank Bill, at 8610 days sight ... 2/8 1/2  
 Bank Bill, at 8640 days sight ... 2/8 1/2  
 Bank Bill, at 8670 days sight ... 2/8 1/2  
 Bank Bill, at 8700 days sight ... 2/8 1/2  
 Bank Bill, at 8730 days sight ... 2/8 1/2  
 Bank Bill, at 8760 days sight ... 2/8 1/2  
 Bank Bill, at 8790 days sight ... 2/8 1/2  
 Bank Bill, at 8820 days sight ... 2/8 1/2  
 Bank Bill, at 8850 days sight ... 2/8 1/2  
 Bank Bill, at 8880 days sight ... 2/8 1/2  
 Bank Bill, at 8910 days sight ... 2/8 1/2  
 Bank Bill, at 8940 days sight ... 2/8 1/2  
 Bank Bill, at 8970 days sight ... 2/8 1/2  
 Bank Bill, at 9000 days sight ... 2/8 1/2  
 Bank Bill, at 9030 days sight ... 2/8 1/2  
 Bank Bill, at 9060 days sight ... 2/8 1/2  
 Bank Bill, at 9090 days sight ... 2/8 1/2  
 Bank Bill, at 9120 days sight ... 2/8 1/2  
 Bank Bill, at 9150 days sight ... 2/8 1/2  
 Bank Bill, at 9180 days sight ... 2/8 1/2  
 Bank Bill, at 9210 days sight ... 2/8 1/2  
 Bank Bill, at 9240 days sight ... 2/8 1/2  
 Bank Bill, at 9270 days sight ... 2/8 1/2  
 Bank Bill, at 9300 days sight ... 2/8 1/2  
 Bank Bill, at 9330 days sight ... 2/8 1/2  
 Bank Bill, at 9360 days sight ... 2/8 1/2  
 Bank Bill, at 9390 days sight ... 2/8 1/2  
 Bank Bill, at 9420 days sight ... 2/8 1/2  
 Bank Bill, at 9450 days sight ... 2/8 1/2  
 Bank Bill, at 9480 days sight ... 2/8 1/2  
 Bank Bill, at 9510 days sight ... 2/8 1/2  
 Bank Bill, at 9540 days sight ... 2/8 1/2  
 Bank Bill, at 9570 days sight ... 2/8 1/2  
 Bank Bill, at 9600 days sight ... 2/8 1/2  
 Bank Bill, at 9630 days sight ... 2/8 1/2  
 Bank Bill, at 9660 days sight ... 2/8 1/2  
 Bank Bill, at 9690 days sight ... 2/8 1/2  
 Bank Bill, at 9720 days sight ... 2/8 1/2  
 Bank Bill, at 9750 days sight ... 2/8 1/2  
 Bank Bill, at 9780 days sight ... 2/8 1/2  
 Bank Bill, at 9810 days sight ... 2/8 1/2  
 Bank Bill, at 9840 days sight ... 2/8 1/2  
 Bank Bill, at 9870 days sight ... 2/8 1/2  
 Bank Bill, at 9900 days sight ... 2/8 1/2  
 Bank Bill, at 9930 days sight ... 2/8 1/2  
 Bank Bill, at 9960 days sight ... 2/8 1/2  
 Bank Bill, at 9990 days sight ... 2/8 1/2  
 Bank Bill, at 10020 days sight ... 2/8 1/2  
 Bank Bill, at 10050 days sight ... 2/8 1/2  
 Bank Bill, at 10080 days sight ... 2/8 1/2  
 Bank Bill, at 10110 days sight ... 2/8 1/2  
 Bank Bill, at 10140 days sight ... 2/8 1/2  
 Bank Bill, at 10170 days sight ... 2/8 1/2  
 Bank Bill, at 10200 days sight ... 2/8 1/2  
 Bank Bill, at 10230 days sight ... 2/8 1/2  
 Bank Bill, at 10260 days sight ... 2/8 1/2  
 Bank Bill, at 10290 days sight ... 2/8 1/2  
 Bank Bill, at 10320 days sight ... 2/8 1/2  
 Bank Bill, at 10350 days sight ... 2/8 1/2  
 Bank Bill, at 10380 days sight ... 2/8 1/2  
 Bank Bill, at 10410 days sight ... 2/8 1/2  
 Bank Bill, at 10440 days sight ... 2/8 1/2  
 Bank Bill, at 10470 days sight ... 2/8 1/2  
 Bank Bill, at 10500 days sight ... 2/8 1/2  
 Bank Bill, at 10530 days sight ... 2/8 1/2  
 Bank Bill, at 10560 days sight ... 2/8 1/2  
 Bank Bill, at 10590 days sight ... 2/8 1/2  
 Bank Bill, at 10620 days sight ... 2/8 1/2  
 Bank Bill, at 10650 days sight ... 2/8 1/2  
 Bank Bill, at 10680 days sight ... 2/8 1/2  
 Bank Bill, at 10710 days sight ... 2/8 1/2  
 Bank Bill, at 10740 days sight ... 2/8 1/2  
 Bank Bill, at 10770 days sight ... 2/8 1/2  
 Bank Bill, at 10800 days sight ... 2/8 1/2  
 Bank Bill, at 10830 days sight ... 2/8 1/2  
 Bank Bill, at 10860 days sight ... 2/8 1/2  
 Bank Bill, at 10890 days sight ... 2/8 1/2  
 Bank Bill, at 10920 days sight ... 2/8 1/2  
 Bank Bill, at 10950 days sight ... 2/8 1/2  
 Bank Bill, at 10980 days sight ... 2/8 1/2  
 Bank Bill, at 11010 days sight ... 2/8 1/2  
 Bank Bill, at 11040 days sight ... 2